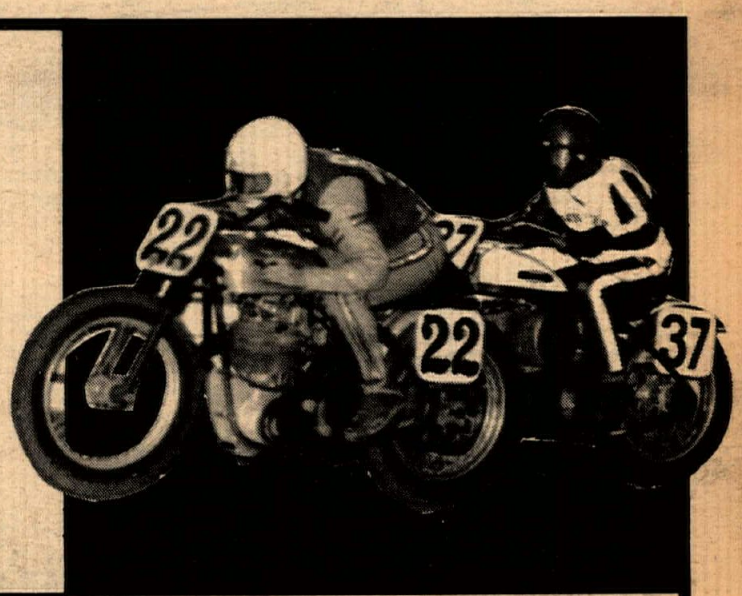
VOLUME IV NUMBER 50 "The Motorcycle Enthusiast's Weekly Newspaper"

CYCLE NEWS

40 pages

25¢

HOLIDAY SPECIAL ISSUE



Top left: Ray Reiger takes away the Grand Prize in our annual Subscriber Contest. Norton 750cc P-II was the machine of his dreams. Top right: Remembrance of action past, Dan Haaby and Mel Lacher racing it out at Ascot in 1967. Center: First prize in the contest went to subscriber Betty Payne. Complete results on page 38. Bottom left: Our new Grand National Champion Gary Nixon will wear the big number one for 1968. And, bottom right, the spirit of new year, 1968 will grow to fill that hat one fine day soon!

Racing
Road Rides
& Review

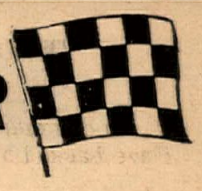
40 Pages This Week

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NEWSPAPER

NATIONAL CALENDAR OF EVENTS

RACING- IT MAKES THE WORLD BETTER



Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY SATURDAY

BAY MARE RACE TRACK, off Hwy. 118 between Somis and Moorpark, Calif., is open all day for practice.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.L. Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes. Spectators welcome.

EVERY SUNDAY

TT RACES at Bay Mare Track. Directions: Off Hwy. 118 between Somis and Moorpark, Calif. Track open for practice at 9 a.m., races start at 11:30 a.m. Call (805) 495-8928.

THURSDAY, DECEMBER 21st

CYCLE NEWS OPEN HOUSE, Contest winners of Norton and Yamaha will be presented. Free beer 5 p.m. to 9 p.m., 6477 N. Long Beach Blvd., Long Beach, Calif. (1-1/2 blks. south of Artesia Blvd.)

FRIDAY, DECEMBER 22nd

LAST ISSUE OF CYCLE NEWS FOR 1967 – Volume IV Number 50 of Cycle News, the last issue before annual 2-week vacation, will go on sale on this date.

FRIDAY, DECEMBER 29, JAN. 5, 19, 26, FEB. 2, 9, 16, 23 & 24 (Sat.)

INDOOR SHORT TRACK at San Jose, Cal. Exposition Bldg., County Fairgrounds, Tully Rd. between Fwy. & Monterey Hwy. Promoted by Barkhimer Assoc. Free parking, flat asphalt oval. Purse $450 plus 40% over $2200 gate. $50 per week to hi-point season rider. Gates open at 6 p.m., first race at 8:30 p.m. Adults $2.50, kids under 12, 75¢. Nov., Am., and Exp. professional AMA riders.

SUNDAY, DECEMBER 31st

EUROPEAN SCRAMBLES presented by Desert Challengers M.C. at Deadman's Point, Calif. No association affiliation required. Three separate one-hour races, approx 30 miles each. 10 a.m. trail bikes, 11:15 a.m. small bikes, 12:30 p.m. big bikes. 100% visible to spectators, trophies to 40% of entries, old western village, restaurant, campgrounds & picnic area. Course revised each month. Turn off Hwy. 66 at Lucerne Valley Cutoff, head east to intersection of Hwy. 18 in Apple Valley, Calif. and you're there.

SOFT DIRT WINTER SCRAMBLES by Foothill Scramblers of Oakdale, Calif. AMA sanc., 30-inch trophies, all classes Signup 8:30-11 a.m., race at noon. Location: Langworth Rd., corner of Oakdale Riverbank Hiway. Limed from Oakdale and Riverbank Hwy. 120. For information call (209) 847-4687.

MONDAY, JANUARY 1st

NEW YEARS DAY PONDEROSA HARE SCRAMBLES, presented by Grehounds M.C., 10 a.m. start, 15 miles East of Lancaster, Calif. on Ave. J. New trophies to 50% of entries. New cheatproof course, rain or shine.

SUNDAY, JANUARY 7th

SAWMILL ENDURO presented by North Bay M.C. at Upper Lake, Calif. AMA sanc. Mudders, get ready for the rough one; all "panty-waist" riders should miss this run. Riders will attempt to average 24 mph over 70 miles of the roughest ground available. Your gas will be hauled to a gas stop. Good waterproofing a must. Contact North Bay M.C., 415 Davis St., Santa Rosa, Cal. for more info and entry blanks. Come, wear yourself out.!

RABBIT SCRAMBLES by Bushmasters M.C. near Beaumont, Calif. Lotsa sand, lotsa turns, coupla hills. Four 1-hour races, all classes. Firs 5 finishers in each of first 3 races will run a 4th race for Sweepstakes trophy. Starts with trail bikes at 10 a.m. Directions: Take US 60-70 to Beaumont, Calif. Take Beaumont Ave. offramp and follow the lime 3 miles south.

SUNDAY, JANUARY 7 & 14, FEBRUARY 4, 11 & 18

INDOOR SHORT TRACK, AMA professional sanc., presented by Valley Sports, Inc. at Fresno, Calif., in the beautiful new Fresno Convention Center Complex. Nov., Am., Exp. riders. Pures $900 plus 40% over $4000 gate. Time trials 5:30 p.m., first race 7:30 p.m. All seats $2.50. For more info contact Harold Murrell, 505 W. Kearney Blvd., Fresno, Calif. 93706 or call 268-8856.

BACK TO BACK EUROPEAN SCRAMBLES presented by So. Cal. M.C. & San Gabriel Valley M.C. Entry fee $3.25, racing 45 min. to 1 hr. per class. No practice. Get your AMA Dist. 37 points early and help out for benefit of Al Vanderpool. Limed from Hwy. 58, approx. 1 mile north of Mojave, Calif.

SUNDAY, JANUARY 7th

ENGLISH TRIALS presented by So. Calif. Trials Assn. at the Canyon Crest area of Riverside, Calif. Will be limed from the Central Ave. turnoff of the Riverside Fwy. Starts at 10 a.m. Overnight campout and fun for all. Anyone wishing to help on Sat. or very early Sun. contact Jack Ward at (714) 897-7208.

FRIDAY, JANUARY 12, 1968

FIRST ISSUE OF CYCLE NEWS FOR 1968 – We'll be back in dealers' stores, on newsstands, subscribers mailboxes and vending racks with a new look for '68!.

SUNDAY, JANUARY 14

TT SCRAMBLES presented by Jackrabbits M.C. at Perris track. Located off Hwy. 74 near Perris, Calif. Gate donation $1.25, rider fee $2.00. Lightweights at 8 a.m., big bikes at noon. For further info call (213) NE 1-6733.

TT SCRAMBLES at Eastside Cycle Park, Tucson, Arizona. Half-mile, graded & oiled with 3 jumps. Take Hwy. 80 east to Wilmot, Ariz., then turn left. Landing field, overnight camping, refreshments and all facilities. For more info contact Eastside Cycle, Inc., 4940 E. 22nd St., Tucson, Ariz. Phone EA 7-6902.

SUNDAY, JANUARY 21st

AMA SPORTSMAN ROAD RACES at Carlsbad Raceway, Carlsbad, Calif. Sponsored by the Playboys M.C. All riders, both pro and sportsman, welcome. Classes from 100cc to Open. Also production class for under-250cc machines. Pits open at 9 a.m., practice until 1 p.m. First race at 1:30 p.m. Everybody rides both heat race and final in both classes.

SUNDAY, FEBRUARY 10th

NATIONAL CHAMPIONSHIP INDOOR SHORT TRACK at Houston Astrodome, Houston, Texas.

MONDAY, MARCH 11th-SUNDAY, MARCH 17th

200-MILE NATIONAL CHAMPIONSHIP ROAD RACES at Daytona Beach, Florida.

PROFESSIONAL SHORT TRACK RACING

INDOORS at the SAN JOSE

County Fairgrounds (Expo Building)
San Jose, California

FRIDAY, DEC. & 29, 1967, JAN. 5 & 19, 1968

RACES START 8 P.M.

SEE YOUR FAVORITE STARS IN ACTION ON THE ASPHALT OVAL!

INDOOR RACES COME TO FRESNO

Sunday
JAN. 7 & 14th

(all seats $2.50) At the plush, new **FRESNO SPORTS ARENA**

Corner of Ventura & M Street (take Ventura offramp from Freeway 99)
Presented by Valley Sport Inc., 505 W. Kearney Blvd., Fresno 93706

$900 purse plus 40% over $4,000 gate. Also on January 7, 14 (no race on 28th) and February 4th, 11 & 18. Pit gates open 4:30. Practice from 5:30, FIRST RACE 7:30 p.m.

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Al Vanderpool Benefit
Back-to-Back Dist. 37 Points

EUROPEAN SCRAMBLES

JAN. 7, 1968

Limed North from Mojave on Tehachapi Road. Start about 2 miles from Mojave, Calif. Dist. 37 points. Each entry gets free raffle ticket for Honda 50 donated by Dick Cocherell. Post entries $3.25.

SCHEDULE

San Gabriel Valley M.C. Event	So. Cal. M.C. Event
9 a.m. Trail Novice	9 a.m. Ltwt. Am. & Ex.
10 a.m. Trail Am & Ex	10 a.m. Big bike Nov.
11 a.m. Ltwt. Novice	11 a.m. Big Bike Am. & Ex.
Noon Ltwt. Am & Ex.	Noon Trail Novice
1 p.m. Big Bike Nov.	1 p.m. Trail Am. & Ex.
2 p.m. Big Bike Am & Ex.	2 p.m. Ltwt. Novice

SONGS AND SILLIES

"IF"
(With apologies to Rudyard Kipling)
By Carol Sims

If you can crank it on when those about you
Have backed off 'cause they saw the fence was near

If you can charge through traffic on the outside
And drift toward the rail without a fear

If you can miss the show without excuses
Or win the Main without a single boast

If you can give the Eastern guys some credit
And not say every charger's from the Coast

If you can help an eager young beginner
Who looks as if he really wants to fly

And not begrudge him his initial victory
When first you see his tailpipes flashing by

If you admit there's plenty more to racing
Than gassing it and turning to the left

If you agree that it's a way of living
At which you must be brave and cool and deft

If you have learned not to expect a fortune
In fact not to expect a single thing

Except that real good deep down kind of feeling
Which comes each time you hear your engine sing

If you can be on top and still be seeking
Knowledge to improve your riding skill

Then you, my friend, are what is called a RACER
And just to know you is a special thrill.

TEMPTATIONS
By Stanley G. Scales

To excel beyond one's wildest dreams,
To reach a level beyond compare,
To guide one's mind like simple beams,
Is a task that few would dare;

But listen to me and hear me out,
As I relate to you a tale,
Of how you can find without a doubt,
Excitement, comfort and ale;

Whence come the day you mount a steed,
Its brilliance a sight to behold,
And cross the trails at a risking speed,
A treasure more filling than gold;

Continue on as dark creeps in,
Ignore the curse of danger,
Your mind only reels in a glorious spin,
It treats you as a stranger;

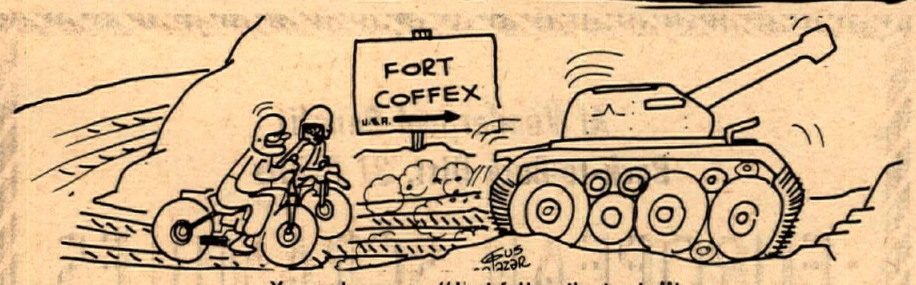
Befall unto the weakening threat,
Enwrap your heart with want,
Just never take the tempting bet,
That to you it isn't a taunt;

Because try as you may you'll never forget,
It's a hunger that man can't deny,
That you didn't stay longer is the only regret,
And a want is the gleam in your eye.

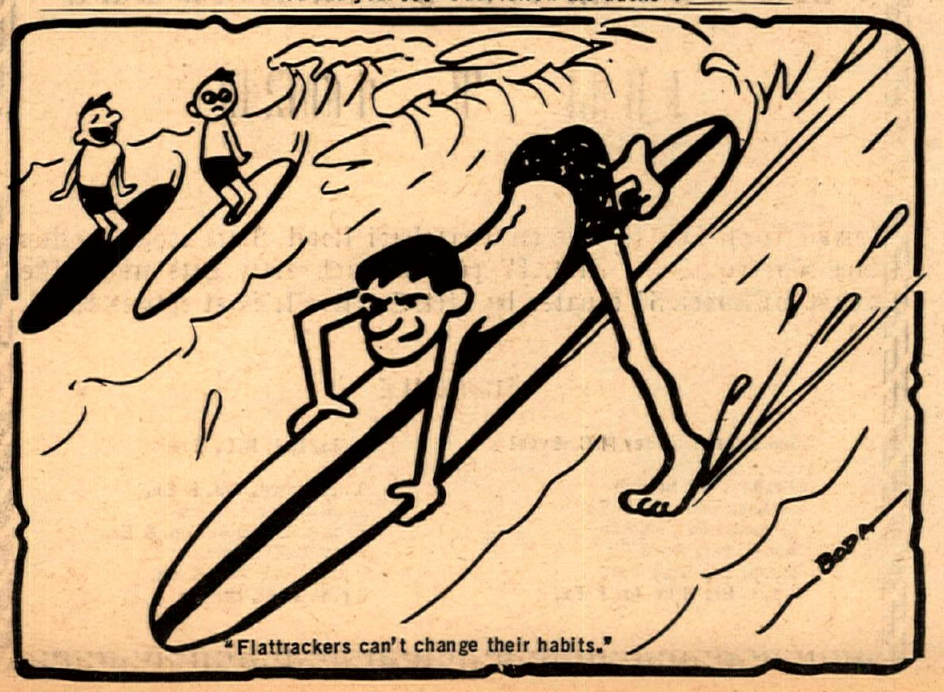
TRIBUTE TO THE VICTORS
By Stanley G. Scales

The grip turns freely that's in your hand;
And the wind blows across your face;
It's a feeling excelled by none in the land;
As your goal is to win a race;
The clatter of many metallic parts;
This power is yours to tame;
There's pleasure and sorrow in every heart;
But yours is the road to fame;
The number one plate is the goal to reach;
It's rugged and hard to find;
But to be the best is easy to teach;
If there is no doubt in your mind;
Nixon and Guild must have thought this way;
For this combination is king;
It makes no difference what others may say;
Success to them it did bring;
They may walk tall because they're the best;
Although others tried equally hard;
The outcome of the overall test;
Left them with an image unmarred;
Come next year the tale may change;
Another may be number one;
But no matter how long or hard the range;
All engaged will surely have fun.

"There's GOT to be a rule! Let's see...minimum number of wheelsM...No...Powder Puff class?...Maybe!"



You and your ... "Just follow the tracks"!


"Flattrackers can't change their habits."

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SEASON'S GREETINGS
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TEAM OCELOT

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*Suzuki – 200cc Prod. – Nat. Champ
*Suzuki – 250cc Prod. – Nat. Champ
Suzuki – 200cc G.P.
Suzuki – 250cc G.P.
Hodaka – 5-speed, Full Race
Hodaka – 4-speed, Desert Race
Tohatsu – 250cc with spare engine and many spare parts

*Machines ridden to ACA National Championship by Dave Damron

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BY CHUCK CLAYTON

IT WAS A BETTER YEAR

The checkered flag on the front page of this issue wraps up another year for Cycle News and the 2-wheeled community. It was a great year for the most part. U.S. motorcycling got back on course, headed in the right direction.

The American Motorcycle Association took an unexpected giant step toward truly representational self-government for motorcycle participants. In January, 1968 all the AMA clubs will have an opportunity to elect delegates for their district to the new Competition Congress of the AMA. The C.C., a body I am proud to share my initials with, will decide rule changes for the 1969 season.

Self-government is not a responsibility to be taken lightly. There will be those among us who will yearn for olden (present) days, when directives came from the dictators and there was nothing we could do about it. With the new Competition Congress, there *will* be something we can do. In fact, we'll have to decide everything for ourselves. "Big Brother" is dead.

Whoever the delegates to this great new Congress are, I would like to offer them these words:

Note to a Competition Congress Delegate

Now you are entrusted with the responsibility of making sure every rider gets a fair shake, whatever branch of the sport he participates in. You'll be expected to grant the wishes of the majority and at the same time protect the rights of the minority. You'll be abused, confused and amused. You'll be bitched at, bothered and bewildered. Sometimes you'll wonder if it is all worth it.

But remember that before you were elected, there were 40 years of one-way government in the U.S. motorcycle sport. The riders had no say in making the rules by which the game had to be played. Without feedback, a system stands still. As the rulers lost touch with the riders, they started to lose control, and the national unity of the sport was threatened. It is clear that there can't be good rules without representation.

The appointed rulers of the rulebook wisely recognized that democracy is the fairest way to unite the diverse elements of our sport. So now their problems are your problems, ready or not. If you give up or fail to give it your best, we may end up with another set of dictators. So when you ask yourself, "Is it worth it?", you'll know how George Washington, Abraham Lincoln and Franklin Roosevelt must have felt when they asked themselves the same question. I hope that your answer will be the same as theirs.

Meet A Magic Man...Cycle News' New Ad Rep, Tom Culp

Advertising is the greatest of the occult sciences. How else can you move a normal person to spend his money like you want him to with just words and pictures in a printed box?

As magic goes, Advertising is of a very high order. Its practitioners are called Ad Reps and they command instant respect wherever they work.

Want your stock of motorcycles changed into cash money? Call the Ad Rep. Want someone to make tickets disappear? Or psyche the competition? Or build up your reputation? The Ad Rep is your man.

Cycle News looked far and wide to find a proper acolyte to initiate into this arcane science. Thomas Culp is the chosen one. We have looked into his heart and found it pure — a fitting vessel for our potent lore.

Tom Culp, 26 years old, was recently appointed Ad Rep for Cycle News, the Weekly Motorcycle Newspaper, replacing former Ad Manager Chuck Clayton, who returns to his publisher duties.

Married and the father of one boy, Culp brings to the Ad Rep profession an understanding beyond his years. A popular scrambler, he was elected to office in California and Nevada motorcycle clubs. Surfing and printing are also part of his background. He comes to Cycle News directly from a job where he was foreman of a printing shop, so Tom should know his types.

We solemnly bestow on Thomas Culp the cap and scepter of Wizard Ad Rep, empowered to perform minor miracles for less money and make attractive ads. So promise them anything, but sell 'em our page, Tom. Your words are fully backed by the powerful mystique of Cycle News, the magical motivator of the motorcycle milieu.

DISTRICT 37 COMPETITION NUMBER APPLICATIONS NOW AT CYCLE NEWS DEALERS

Riders in AMA District 37 (most of Southern California) who want to ride sportsman competition this coming season may pick up Sport Rider Competition Card applications at any motorcycle dealer where Cycle News is sold. A shipment of 3,500 application blanks went out with bundles of the newspaper delivered to Cycle News dealers last week.

Fill it out according to instructions and mail it with the number fee to the representatives for your branch of competition and you'll be assigned a competition riding number for 1968. The district Sports Committee will keep track of your points earned in races during the 1968 season. Earned points will help you get a lower number the following year.

If your dealer is out of applications, you may obtain one by enclosing a self-addressed, stamped envelope with your request to Dist. 37 Number Application, c/o Cycle News, Box 498, Long Beach, Calif. 90801.

Voices

WHERE WILL IT ALL END?

I have been around racing and racers for 6 years and I'd like to see things the way they used to be.

Motorcycling and racing is becoming so political. What is the great need, all of a sudden, to bicker over so many small things that don't even make any difference?

It used to be, go race and have fun, go home and talk about the great time till the next race. Now, all the fighting and fuss over so many different associations and rules is making it hard to enjoy. Belong to the AMA, AFM, FIM and all the others. Why? Let's work for ONE association to govern all racing. Maybe two divisions, ONE pro and ONE amateur, but ONE group of rulemakers and ONE set of rules.

NANCY DAILEY
Bellflower, Calif.

BEST RUN IN YEARS

The Victors M.C. would like to thank the San Gabriel M.C. for one of the best run, best-laid out races in recent years, the Barstow to Vegas run. Even the weather was on your side, rain the previous week and perfect day for racing.

Only a Club of your size and stature could overcome the obstacles inherent in throwing a 192-mile race through two states. Not only was the course well marked, but the roads to the pit areas were well marked, something very much appreciated by the wives who had to find them.

The course covered a terrific variety of terrain and was truly a race of National Championship caliber.

THE VICTORS MOTORCYCLE CLUB

OPEN LETTER TO CYCLE NEWS

I fully agree with the open letter to the Los Angeles Times, by D.L. Roberts, printed in your Dec. 14, issue, but, you should look through your own paper before you carry a letter like that.

I haven't found one word about the English Trials, Dec. 3, 1967, that was put on by the S.C.T.A., at Little Rock. If I remember correctly the Scottish Trials, a few weeks earlier wasn't covered either, nor the English Trials before that.

So, I, would suggest that you get on the ball, or, choose the letter you print. Let us see something else about the Trials other than in the Calendar of Events.

You have the best motorcycle paper on sale, now, let's make it complete.

RUSSELL L. WASSELL
Arleta, Calif.

("Your wish is our command, sir. See this issue for coverage of the Little Rock Trials, and more will be forthcoming in the future.")

A GOOD SPORT...

There is a man by the name of John Hendrix who has been riding desert and some sportsman TT's. His number is 357. He is a fine rider and competitor. John is 36 years old and a father of two children and the manager of Honda of Glendale.

Just yesterday (December 3) at an event at Ponderosa, John was running well up front with the bike running great when he came upon several fallen riders who needed some medical attention. He did as much as he could to help them and then remounted and went back into the pits, flying across terrain that was not limed. John must have known that if he fell and was hurt he would be in big trouble, but he took the shortest route.

When we first saw him, the leaders were coming in on the first loop to the right of him. I don't think any of them could have made it across the desert as John did.

He got to the pits, told officials, and then got into the ambulance and took them to the injured riders by way of some dirt roads which saved precious time. Had there been a critically injured rider this could have saved his life, but the worst of the injuries was a broken leg. The rider was worried about his bike and John told him not to worry, that he would ride it to the pits if it was rideable or push it if necessary.

Also John was the post entry at Hopetown who paid $100 to ride the Open Novice class, this is the main reason for this letter. John started in 54th position, by the end of the first lap he was running 15th place. By the third lap he was in 8th place. He was going through the mudhole like the Europeans, feet on the pegs, not even a bobble once.

What nobody knows is why John did not come around on the fourth lap. He stopped to help a rider again who was stunned and in a dangerous position. After aiding this man John got back on his bike and the throttle was hanging open, probably because during the time when he was helping the other rider some mud from the mud crossing had dried out. John tried to ride with the kill button but kept falling.

When he got back to the pits all he said to his pit crew and friends was that the throttle was sticking wide open and that he just got tired. When asked later about no mention in your paper he said not to worry about it, there were a lot of top guys there. Who knows a man like this?

ONE OF HIS MANY FANS
Glendale, Calif.

...AND A BAD ONE

I hope you will print this. I want to issue a challenge to the would-be shoe who hit a kid at the Ponderosa Ranch, December 3. I understand he took the time to yell at him, but he didn't have time to see if he had hurt the kid.

As a rider in the desert I understand the chances of getting hurt when riding. But when you see someone get hit, or hit them, you should see if they are hurt and the average desert rider will do so.

But every so often these pit racers come along and make it look bad for everyone. If this "shoe" (?) wants to play bang the wheels sometime I will be glad to take him on. My number is 110x.

DESERT RIDER
Redondo Beach, Calif.

BIG TEACUP RESPONSE

I wish to thank you for putting my letter in your November 23rd issue, also I wish to thank Cycle News for the interest shown in regards to the small bike classes and the interest your paper has shown towards the road race events.

The reaction to the announcement I made in Cycle News was real good, in fact we did not have to have a meeting, things were taken care of by phone and mail.

Your paper must get around as I received mail from other places than just here from our local riders.

SID CHAMBERS
Long Beach, Calif.

TIME TO INVADE

The Invaders motorcycle club will be open for new membership from January through February 1968. This is a desert competition A.M.A. and District 37 sanctioned club. We are looking for serious riders and competitors, desert only. Contact address below.

HARRY E. BURTON
1252 So. Magnolia Ave. #3
Los Angeles, Calif. 90006
Phone: (213) 383-3691

BOOK REVIEWS:

"Motorcycle Sport Book," "The Motorcycle Book," "Light Motorcycle Riding," "Hells Angels"

By George Martin

Few presents turn on a cycling enthusiast at Christmas like a gift with a two-wheeled angle.

Gloves, goggles, helmets or accessories of almost any sort are super welcome under the cyclist's tree.

Perhaps the bike rider on your gift list would enjoy one of the many books on his favorite sport which can now be found at many cycle shops and book stores.

"Motorcycle Sport Book," edited by Bob Greene and published by Petersen Publishing Co. of Los Angeles is one of the best of these.

Greene is an editor on the staff of Hot Rod magazine. He has written about half the book himself and farmed out the rest to a number of very capable contributors.

Among these are Philip Vincent, the noted British engineer and designer of the famed Vincent motorcycle, who writes on suspension systems, exotic works racing engines and competition developments; Alex Tremulis, the aerodynamicist and gyroscope expert, who discusses the future of single-track vehicles; and motorcycle hop-up expert Bob Braverman, who takes readers through the super-tuning of a Yamaha 100.

Noted cycling journalists Bob Ebeling and Joe Scalzo are also included. Ebeling writes about his first love, dragging, and Scalzo contributes pieces on dirt tracking, indoor short track, and road racing.

Greene himself writes about how to choose a bike, aspects of safety, buying a used bike, the art of the "Chopper," and engine swaps and customizing.

A long treatise on tuning, using information supplied by BSA wizard C.R. Axtell is included, and the 224-page book is filled out with a large catalog of every bike available in the U.S. This last is a trifle out of date, however, since the book has been out for some time.

The paper bound volume is large, about magazine size, contains hundreds of photos, and is available in most motorcycle shops.

"The Motorcycle Book," by Peter C. Reid and Don Lehrbaum, is published in hardbound and paperback by Doubleday and Company.

It is largely intended for the novice rider or the person who has not yet purchased a bike. Reid and Lehrbaum have tried to put down on paper the many things a new motorcyclist will learn (often the hard way) in his first year or so of riding.

The book's tone is relaxed and chatty, and the authors have a good grasp of what they're trying to say. Chapters include "The Infinite Variety of Motorcycles," "Choosing Your Motorcycle," "How to Make It Go – And Stop," and nine others.

A troubleshooting guide, "First Aid for Breakdowns," is included, and the authors even toss in a chapter on "One-upmanship for the Motorcyclist," for fans of British satirist Stephen Potter's school of lifemanship.

"The Motorcycle Book" is completely indexed, so you can quickly find anything from Acceleration to Zippered jackets.

A third book, recently published by Collier-MacMillan, is "Light Motorcycle Riding," by Ross R. Olney.

With its mildly psychedelic cover and its utter dismissal of larger motorcycles – "bikes such as this are fading from the scene" it says – this is the least successful of the trio.

In the world of **"Light Motorcycle Riding,"** motorcycles start at 50cc, range upward to 305cc and then stop. In view of this it is ironic that a great number of the handout photos used in the book are from Johnson Motors, the U.S. Triumph distributor, which has only one machine in its range under 500cc.

The book is 112 pages long, has large readable type, lots of pictures and can be found at many magazine stores. A comprehensive survey of cycling, however, it is not.

In a totally different vein is **"Hells Angels,"** by Hunter S. Thompson, which has just hit the stands in paperback and is clinging to the number ten spot on the best seller list.

Thompson spent about a year hanging around the Angels' scene and more months doing exhaustive research into the many horror stories about the outlaw cyclists.

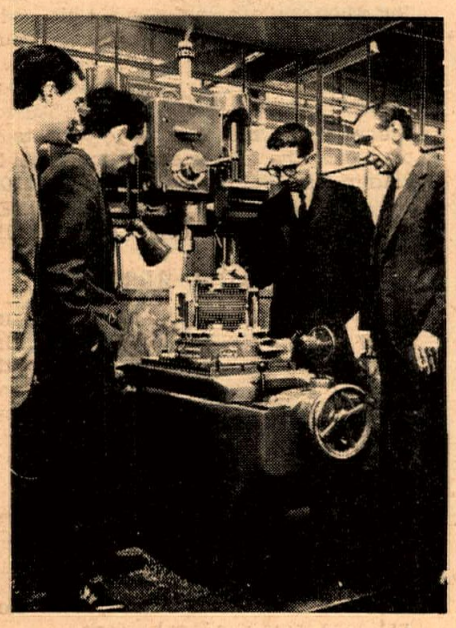
One finishes the book feeling a little sorry for the Angels, who often turn out to be victims of their own legend.

Thompson is especially good in his debunking of officialdom's many panicked screams about the Angels' rampages, often when there isn't a single Angel within a hundred miles.

He examines the famous Monterey "rape" case, the Laconia riot, and the Bass Lake Run, showing hour by hour how the press and the police complement each other to create total (and unnecessary) hysteria.

Thompson is a good writer, but more important a good reporter. Especially for a cyclist, his book is well worth reading.

PROGRESS REPORT ON THE YANKEE M/C



Yankee Motor Corp. of Schenectady, New York has announced their commercial arrangement with Maquinaria Cinematographica, S.A. of Barcelona, Spain (manufacturers of Ossa motorcycles) for the exclusive design and manufacture of the Yankee 460cc, 6-speed, two-cycle, twin-cylinder engine. Pictured around the center casting of the Yankee engine at the Ossa factory are (left to right) Eduardo Werring, Export Manager; Mr. Rubio, Work Manager; John Taylor of Yankee and Manuel Giro, President of the Ossa factory. Yankee will be building a series of lightweight, sporting motorcycles based on the 460cc Yankee engine. Testing is now underway with full production scheduled in June.

TRAFFIC SAFETY EXPERTS URGE UNIFORM LICENSING FOR CYLISTS, CAR DRIVERS

A group of the nation's top traffic safety experts, after meeting in Washington, D.C., December 12, have recommended that cyclists be given considerations similar to that of an automobile operator in areas of driver licensing and safety equipment required.

The Advisory Committee to the Motorcycle, Scooter and Allied Trades Association is comprised of 12 men prominent nationally for their contributions to traffic safety, according to Chairman Louis P. Spitz, Executive Director of the American Association of Motor Vehicle Administrators.

The group unanimously recommended that the age at which both a cyclist and an auto operator be able to obtain a learner's permit be the same. Recent deliberations by some national traffic organizations and several states have recommended that the cyclist not be allowed to obtain a learner's permit until age 16. In most states where a youngster can obtain a driver's license at 16, he now can obtain an automobile learner's permit at age 15-1/2.

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BMW "GENTLEMEN OF THE HIGHWAYS'

Don't call those two guys "roadmen." They feel their product deserves a quality name, hence "gentlemen of the highways." Shown, left to right, at the recent Anaheim, Calif. Trade Show are Jack "Honest John" Mercer, and Herman "Bicycle King" Reidel. Starting in January, Mercer will represent Butler & Smith in the East, while Herman carries on for Flanders Co. in West.

JOMO HOLDS SUCCESSFUL DEALER MEETING

With the largest Triumph motorcycle dealer attendance in history, the 30th annual Johnson Motors Meeting and Awards Banquet was a resounding success, according to Vice President and General Manager E.W. "Pete" Colman. Held at the Hotel Grand near Disneyland in Anaheim, California, the one day session was highlighted by introduction of the Triumph motorcycle line for 1968.

Dealers representing every western state except Alaska, heard reports during the day-long meeting concerning sales projections, service policies and management concepts. Speakers included Pete Colman; Walt Fulton, Sales Manager; Bill Jacob, Triumph Marketing Service, Baltimore, Maryland; Fred Jones, Sales & Staff Development; and John Nelson, World Service Manager for Triumph.

An evening dinner dance at the hotel provided a fitting climax to the event with an attendance in excess of 350 persons.

Shown addressing the 1967 Western Triumph Motorcycle Dealer's Awards Banquet is Walt Fulton, Sales Manager, Johnson Motors. Meeting attracted the largest attendance in the 30 year history of the event.

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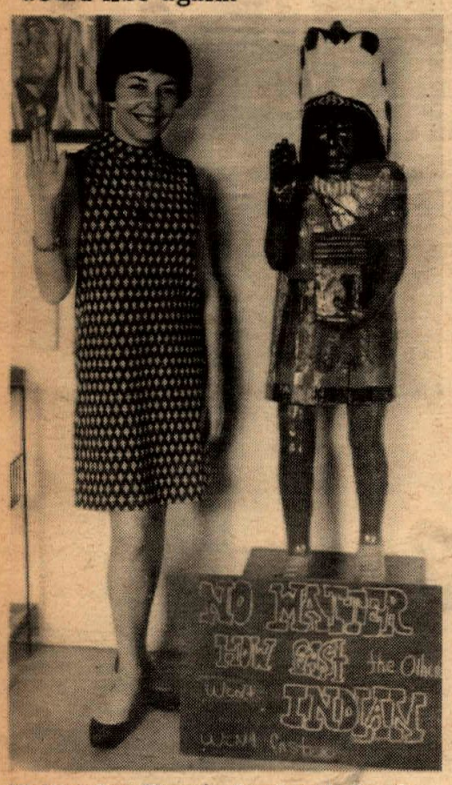
OLD INDIANS NEVER DIE ...

Sam Pierces' American version of the Indian Scout, being produced at a rate of one a day in his El Monte factory, sports such modern features as a one-place fiberglass tank and seat.

For a long time the Indian brand dominated the American motorcycle scene. Then bad management, complicated by increasing sales competition from the imported cycles and the racing competition of Harley-Davidsons, caused the noble redskin to bite the dust. There the Indian lay, belly-up, for over a decade while Indian lovers all over the U.S. scrounged for spare parts and dreamed of the day when the tribe would rise again.



Visiting Sam Pierce's American Indian Company, Cycle News editor Carol Sims joins cigar-store Indian in saying "How." (Sign says, "No matter HOW fast the others went, Indian went faster.")

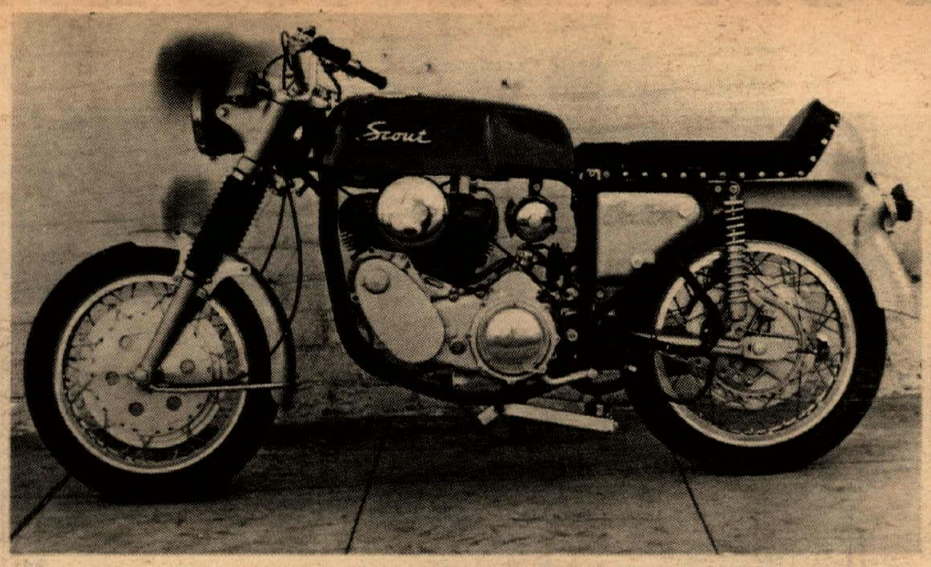
That day is coming, in a bigger way than anyone expected, with not just one, but two separate companies committed to producing Indians for the 1968 market.

The honor of being first off the line with his Indians has to go to Sam Pierce, a rabid redskin fan who owns probably the world's largest collection of authentic Indian parts. Encouraged by the demand at his San Gabriel, California motorcycle store for restored Indians, Pierce collected enough odds and ends of Indians to assemble 300 machines. He owns a small factory in El Monte where scarce parts are machined. Capacity of the plant is one Indian per day. Most popular model seems to be the 45-cubic inch Scout with rigid frame— perfect for making the popular "Sunset Strip Choppers" out of. Pierce calls his "American Indians" to distinguish the marque from the German-built Indians that Floyd Clymer is making. The bikes are all registered as 1967 or 1968 models and their price is only $995.

One part, however, is in short supply. The front cylinder had a peculiar habit of breaking off the Indian engine and so stocks of spares were rapidly consumed. Pierce says he has solved the problem by adding another torque stay between the front cylinder and the upper frame tube, but he is left with a warehouseful of rear cylinders for which there are no mates. To use up this valuable supply, and as a hedge against the day when his 300 engines are all sold, Pierce has designed a new lower end which uses two rear cylinders in an ingenious "V" arrangement. One cylinder is turned around "backwards" to serve as a front barrel. This places an exhaust pipe on either side of the engine and allows twin carburetors to be used. The barrels are sidestepped to allow dual connecting rods to fasten to separate bearing throws on the crank, à la Vincent. It is a neat arrangement and one which shows great promise of vibrationless, powerful, cool running. We look forward eagerly to seeing and riding the first one of this new design to be finished.

As long as we are loading up our pipes for dreaming, consider Sam Pierce's future plans for the lower end of this new V-Indian. It will accept a pair of Matchless 500cc Single cylinders (Sam

(Continued on page 14)

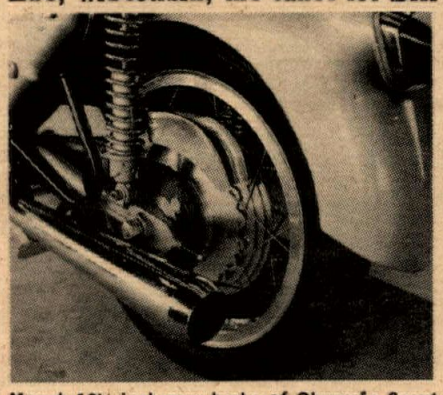


Floyd Clymer's 45-inch Scout, manufactured in his West German factory, will be available in the U.S. this coming spring. About 1000 are scheduled for delivery in '68.

DETAILS ON THE INDIAN SCOUT "45" (750cc)

This first Clymer Indian which is shown in the photos has the Indian Scout 45 engine. It is the last of the big-base jobs with large flywheel, Autolite distributor and Linkert carburetor. Many features that will be on the new production machines are not on this prototype. Tooling is now in progress for the modern changes that have been made.

Four dedicated engineers and mechanics who know Indian backwards and forwards were in Germany working with the Germans on the changes that will be included in the new engine. Among them were Frank Christian, an Indian man for thirty years, who worked for Ed Kretz and was his tuner in the days when Ed won so many championships on Indian; Max Bubeck, who was an Indian man exclusively since 1936 and who has won many important enduros and desert events on Indians; Art Hafer from Kalamazoo, Michigan, who won many National Championships in the fifties on Indians and who is one of the best Indian tuners in the United States; and not least, Dick Gross of Fond du Lac, Wisconsin, the tuner for Bill Tuman and Bobby Hill.

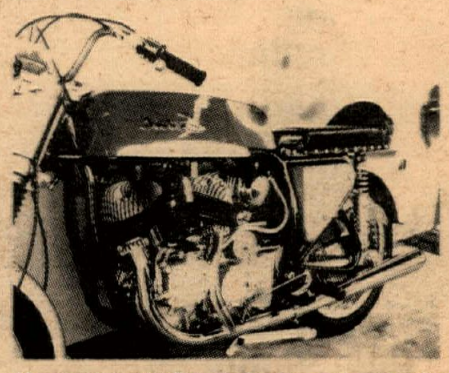


Munch 10½-inch rear brake of Clymer's Scout is formed of Elektron lightweight "space age" metal.

The four Indian experts mentioned above, and Floyd Clymer (representing a combined total of over 170 years of experience with Indians) worked with the German engineers in designing the new Scout, which will be built in the Clymer factory in West Germany, with Friedel Munch as chief engineer and designer. Munch is the designer and builder of the Mammoth, which is built in the same factory. Here are a few details on the new Scout:

Engine will be 45 cu. in. (750cc) with the same original bore of 2-8/9" and 3-1/2" stroke. Thic combination is partially responsible for the fast acceleration and low end torque for which the Scout was noted.

Gearbox will be 4-speed with dry multiple disc plate clutch with foot shift. All gear shafts will run on needle rollers. The gears and clutch are made by the firm that builds the Porsche racing transmission and gears for most German cars, such as Merceds-Benz, Opel. German Ford and Volkswagen. The gears and clutch are oversize. The housing is of space-age lightweight Elektron metal, as used in Mammoth. Primary drive case is Elektron metal.



Many veteran Indian engineers and mechanics traveled to Germany and consulted with Germans on all aspects of new Clymer Scout.

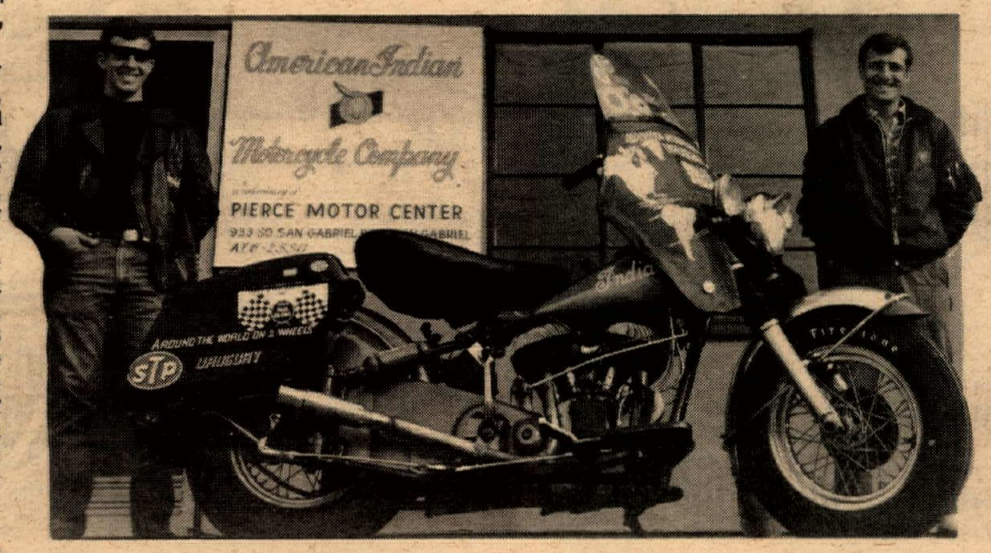
As a side-valve, the Indian will pack a higher gear ratio, turn slower and a lower compression ratio than any overhead. It is quieter, easier and cheaper to maintain and service than overheads – which require more attention to keep them in proper tune, Clymer claims.

Electrics are German Bosch. There is an electric starter, alternator, Bosch coils and even a Bosch headlight, VDO speedometer and VDO electronic tachometer.

Crankcases, cast Elektron, with lots of metal on both sides. Drive side bearings will be three-row, roller bearings. Crankpin will be 1-1/2" diameter with 5/16" rollers (same size as the competition H/D's and the Sportster, definitely oversize). Crankpin will be pressed into flywheels. No taper crankpin.

Flywheels will be of finest German steel. Connecting rods will be special steel drop forging. Pistons will be the

(Continued on page 14)



Smiling visitors from Uruguay, Indian Chief riders Raul Fernandez (left) and Roberto Cernadas, made the trip in 14 months, taking odd jobs en route. They received a hospitable welcome at Pierce's Indian Co., said that wherever they traveled people told them about Sam, referring to him as "Jefe Indio" (Indian Chief).

...THEY JUST MULTIPLY!

DUAL EUROPEAN SCRAMBLES

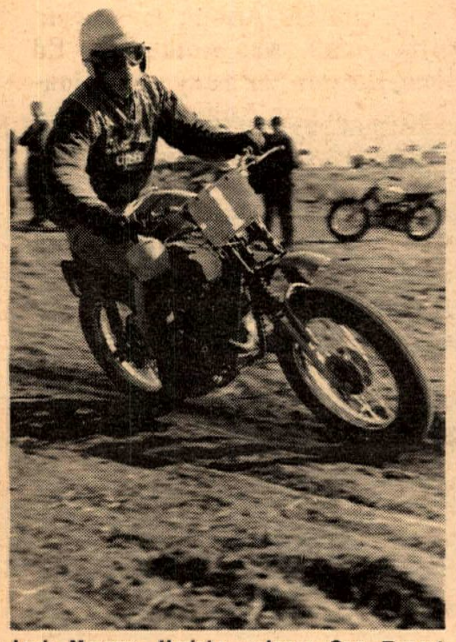
Blasting the sand and finding the view rather dusty, these desert demons dared dual dices last Sunday in So. Cal.

SANDBLASTERS & VIEWFINDERS

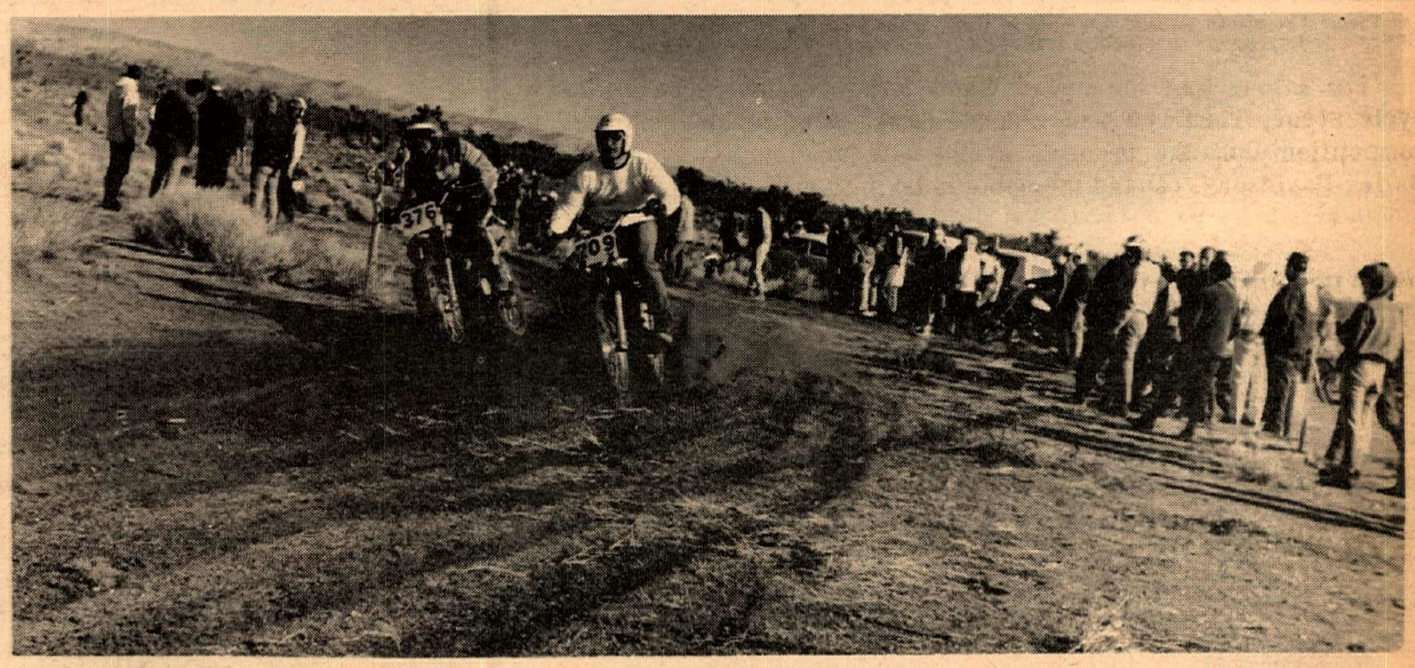
Story and Photos by Dick Wright

On a cool, icy Sunday in the desert south of Rosamond, Ron Nelson on a 360 Montesa took the Expert win in the morning of December 17, and Steve Hurd on a Matchless took the Expert go in the afternoon, bringing to a close the 1967 desert racing season.

With two events going on at the same time, and trying to ride two races with ice on the ground, I was not able to see all the races or get all the results. The races I did see gave me the impression that the boys were giving it their all to gain those important points in the last



Jack Morgan, Hodaka, winner One Expert trail bike chase.



209x is Tom Senner, but number 376x will remain a mystery until next year, when, hopefully, he'll earn a lower number. Desert scrambles are fun to watch, similar to Moto-cross only longer, faster.

The elusive Dave Ekins and his hot little Zundapp Trail.

Steve Hurd switched to Norton P-11 to win half of days big bike glory.

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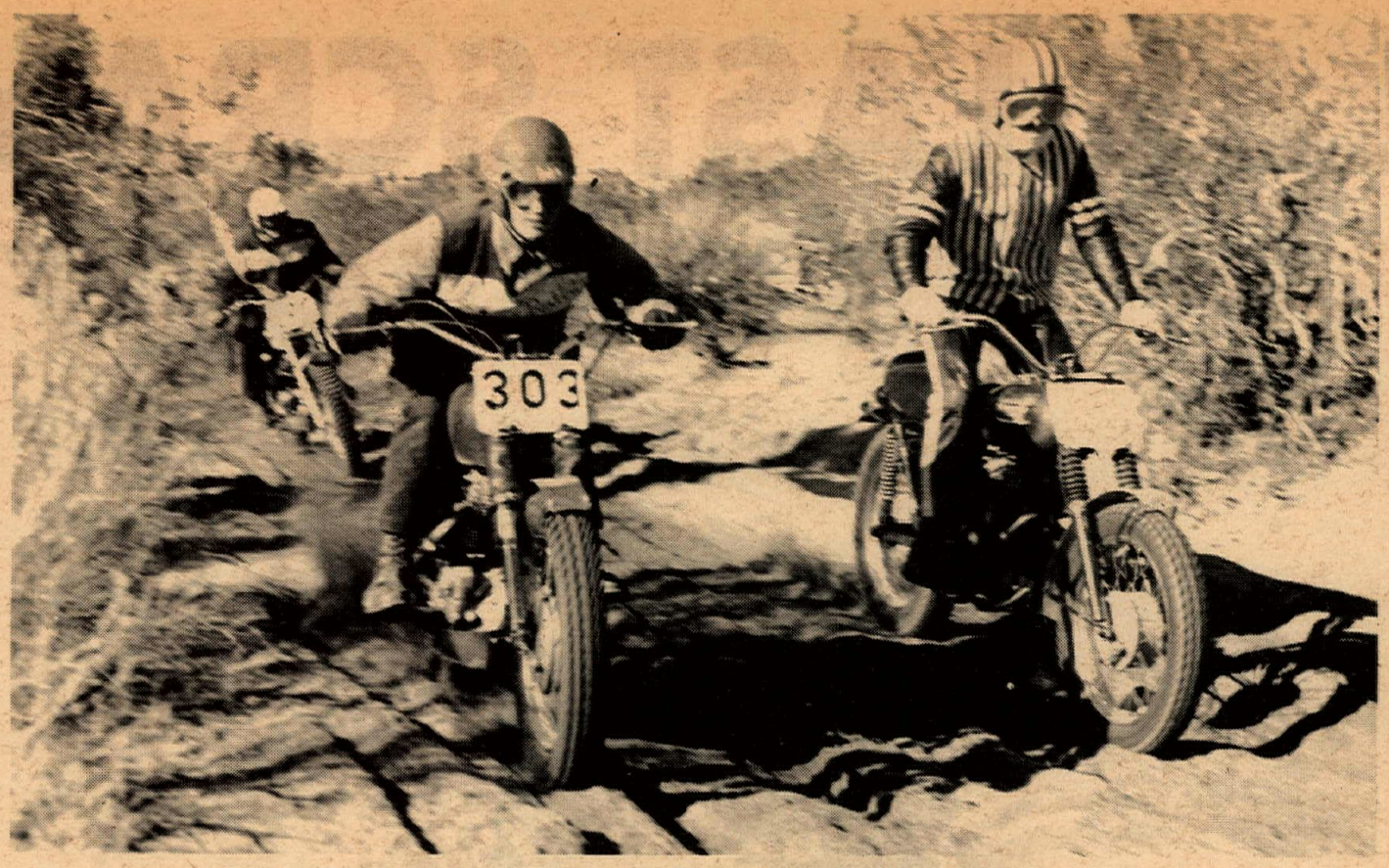
race of the year, and both courses were made up of miles of nice, moist sandwashes, tight trails, and no rocks.

On the Sandblasters' course, the first race up was the 100cc class, won by Dave Ekins on his Zundapp. Jack Morgan took second. The next race was the 250 Novice, and this was a good duel between Randy Burak and a rider with a P3 number, but only the official checkboard will tell the outcome of that one.

The combined Open and 500cc Amateur and Expert race lined up next, taking off with a big roar. Ron Nelson on his 360 Montesa grabbed the lead early in the race and built it up to receive the checkered flag with room to spare. I had forgotten how fast he can go, since he has been out for some time with a broken leg. The second man in was young Steve Staats, an Amateur on a Triumph. Mike Patrick pulled in third. Steve Hurd (Matchless) and John Thomas, an Amateur on a Triumph, were dueling it out all the way for fourth spot, and the official count will tell the final result.

The 100cc Novice went off next, and our lap sheet shows that this race was won by Dean Goldsmith (Hodaka) followed by W.C. Stanfill in second, and Badger Maynard on his Moto Beta, in third.

The race I really enjoyed was the combined Open and 500cc Novice, in which Triumph-mounted Bob Tondro (last week's winnerL, grabbed the lead, with Richard O'Neal on a 500cc machine, right on his tail. These two young tigers really moved out from the pack, dicing



That fast novice Bob Tondro (303) got through sandwash traffic like the Pomona freeway.

Off for an hour's racing adventure that only ends when the checker flies.

back and forth, until they both dropped into a sandwash on the last lap in a bar-to-bar position. Tondro had the inside, and made it clean, while O'Neal lost a little time on the side of the bank. Tondro pulled in first and O'Neal was second after a highly competitive duel.

Number One 250 rider of the year still up for grabs, and both top contenders, Bob Belt and Don Watkins, were on the starting line of the combined 250cc Expert-Amateur go. Gary Cole rode his Husky to the win, with Bill Ydiando, an Amateur coming in second, and Bob Belt Amateur coming in second, and Bob Belt taking third. Stan Phillips, another Amateur, pulled in fourth.

The Other Side of the Picture

Back on the View Finders' course, the first race of the day was the 100cc Novice. The ground was very icy at 8:00 a.m., and as the first riders in the pack hit the slick, off-camber hills on the back of the course, a lot of them slid down the hillside. Dean Goldsmith and Badger Maynard (Moto Beta) were able to get through in good shape, really turning it on and putting on a good show, with Goldsmith finally taking the win. Maynard, hot on his tail, placed second, and Tracy Saylor, also on a Moto Beta, pulled in third.

Bob Belt tied up the Number One spot by taking the 250cc Amateur-Expert race, to make it twelve wins this year and #1 for two years in a row. Unfortunately, we were not able to get any other results on this race.

In the 100cc Amateur-Expert race, Jack Morgan and his Hodaka took an early lead. Dave Ekins (Zundapp) was way back in twentieth, but was able to move through the pack and catch Morgan a mile from the finish. That last mile was a flatout duel between these two top riders, with Morgan getting Ekins in the last ten feet by only a wheel's length.

In the 250cc Novice race, Husky rider Art Heinriek grabbed the lead and held it to the finish, with Julian Palaceos, taking second.

The combined Open and 500cc Amateur and Expert event was the last race of the day, and did they put on a show. Steve Hurd, on his Matchless, who still had an outside chance to take Number One rider of the year, caught the lead at the first turn, with Gene Smith (Triumph) second, and Mike Patrick (Norton) in third. Ron Nelson was running ninth, and Howard Beach was dead last, after taking off thirty seconds late.

Montesa's Ron Nelson won first open go, ran out of gas with a one-minute lead in the second chase.

On the first lap, the inspired Steve Hurd came over the big jump near the home check first, with other positions remaining the same, except that Nelson was beginning to move up. By the halfway mark, Nelson had moved into first spot and Hurd was a solid second. With three laps to go, Nelson ran out of gas and Hurd took over the lead, coming across the finish line for the win, and possibly taking over the Number One Rider spot. It will be real close when the points are counted at the end of next week. Jack Byers (Triumph) moved up to take second, Gene Dempsey, (Triumph) grabbed third, and Beach came from dead last with a wild ride to finish fifth. Steve Staats was the first Amateur in.

It was a great finish to a great year of racing. See you all next year at the Al Vanderpool Back-to-Back European Scrambles Benefit Event on January 7, 1968.

(Complete Results Unavailable)

Mike Patrick placed high among the big bikes on another snortin' Norton.

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L.A.'S LAST SCRAMBLES FOR 1967

That's Jim Goldsmith, returned to the wars (12). He's showing number (507) Don Teters that he hasn't forgotten the short way around. Goldie took second on a Ducati.

No results on the sidehacks this week, but what action!

Mike Payse (215) shows how to really get a Lobito up in the air!

By Maureen Lee

Coachella Valley M.C. hosted the last District 37 point scrambles of the year as they did in 1966 with an event at Perris. They threw a good race and had enough around to hand the chores inclu

around to handle the chores including Peggy Maddocks who checked and worked on results in spite of one heck of a cold!

The 50's opened the day with a good turnout of the teacups. Steve Nichols (Honda) took the win with Tony Mason (Yamaha) in second. The guy who will most likely carry the number one lightweight plate in 1968 is Kirk McDowell, who ended up third.

The Powder Puffs ran off motos with eight girls entered, and the usual battle ensued between the Amateurs in the class, Kelly Struble (Hodaka) Sharon Wolf (Lobito) and Eulene Long (Honda), with Kelly taking the win. Crash of the day went to Elaine Olds at the end of the straight when everyone went wide and there was no place to go but make like a bird. We're going to ask track owner Jerry Burton for pillows there next year!

Buffalo Bill

The hotly contested 100cc class had a different brand of machine as winner in each division. Tom Warren (Lobito) headed up the Amateur class with a nice win and a trophy to remember, as Tom is headed for the Army. The Novice winner was Richard Sweaney on his flying Kawasaki, and a pair of Lobitos manned by Mark Kriese and Mike Payse on his tail. Another real fast little machine in that go was a Moto-Beta ridden by Bob Saunders who ended fifth. Bob dumped it once, but that M-B flat hauls! Fred Edwards took the Expert win on the Larry Mason-built Yamaha, a scooter he hadn't been on before and then turned around and won the 200 Amateur-Expert moto on a 'Taco.

The 250 Expert class went to "Buffalo Bill" Cody on a Bultaco and although John Rice (Honda) tried hard he couldn't come within a real challenge of Bill who was riding one of the older Metisse type 'Tacos. Two Greeves ridden by Gary Bailey and Jim Connolly took third and a tie-place between them.

Goldie's Back

Earlier in the morning we spotted Jim Goldsmith in the pits and got the news that yes, he was going to ride if Bill Manley brought a bike out for him and Manley did. So mounted on a Ducati, Goldie went out and got a second place in the 21" Amateur-Expert class with Ray Jarrett (Honda) taking the win and another Honda with Don Testers riding it third. Goldie was cooling it, he's been off a long time but you could still see some of the familiar, phenomenal style there and when he gets back into shape again, watch out! He's been given a lightweight ride for next season so we just hope he keeps going. Note for those who

(Continued on page 12)

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GOOD OLD DAYS

New National Number One for 1968, Gary Nixon (with trophy) is shown with friends at the start of his career when he was known as the Oklahoma Kid in the late 1950's. How many of his compatriots can you identify?

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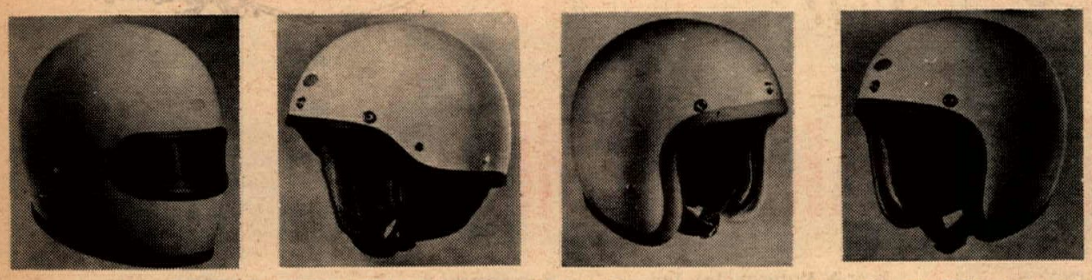

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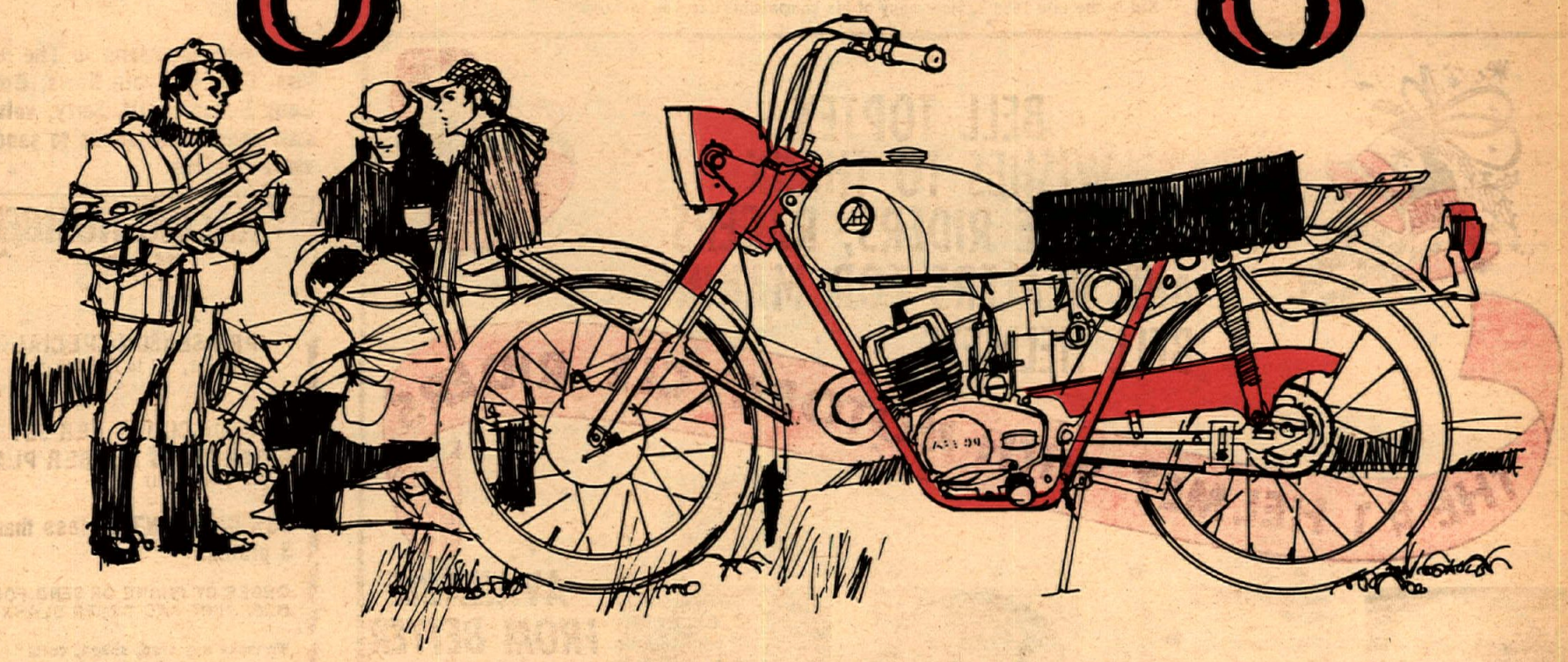
season's greetings



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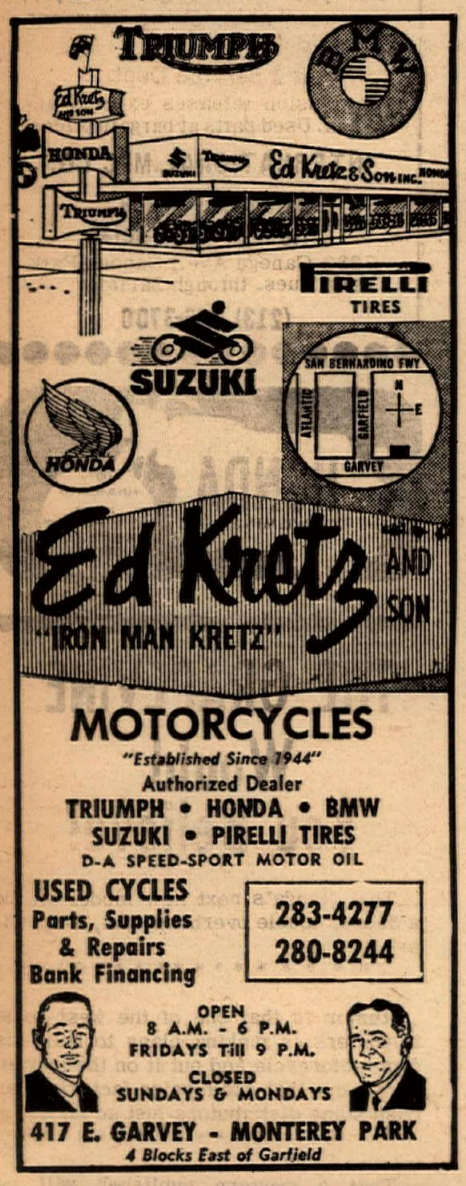

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It's Jim Hunter versus Chuck Minert in a battle for BSA singles. Minert, Victor mounted, topped out.

From Novice to Expert in one season, that's Terry Dorsch's claim to fame.

Buffalo Bill Cody took the Bul by the horns to win the 250cc expert rodeo.

Bill Manley, open expert winner, led a Triumph victory parade.

TT'n IN TUCSON

By Herb Morris

It looks like the racing season at Eastside Cycle Park in Tucson, Arizona is off to a flying start, with both good crowds and good riders showing up, and the track is in perfect condition. The weather has been ideal (sunny and cool) and everyone is as happy as a jackass eating cactus.

White in other parts of the country riders chomp at the bit all winter, waiting for warm weather to come, in Tucson they have to wait all summer (or roast their gourds) for the cool winter weather for competitive riding to really be enjoyable.

A few west coast riders usually travel to Tucson for the races, and the event on December 10 was no exception. Dick Mills from San Diego was over for the third time, and Jeff Sperry from Bakersfield rode a big Harley and looked particularly impressive. Jeff says he's wending his way back east so he won't be late for Daytona. Nothing like an early start.

As Maureen Lee mentioned in her column after she'd been to one of the Arizona races, "Things are not run on a very commercial scale and it's primarily just a good day's riding," and she's right.

This race varied a little in that aspect, since the A & A Supply Co. from Phoenix and Chula Vista donated a top of the line Grant helmet to the big bike Sweepstakes winner, and a local restaurant gave two steak dinners to the winner of the small bike Sweeps. Plus a local night spot awarded a case of beer for an event which was promptly won by an 18-year-old boy. The awards were all announced over the P.A. system and that was as commercial as things got.

The intermission wheelie contest continues to be a crowd-pleaser with enough spills and an occasional 70 to 80-yarder to keep spectators engrossed while the Sweepstakes events are being lined up.

Several racers continue to improve and impress, among them Ron Gary from Tucson riding a Harley Sprint this year. Also a fellow named Fred Villopoto who just moved to Arizona from New Jersey, and a youngster riding a Suzuki X-6 named David Lauver.

These fellows, along with visitors Mills and Sperry, stood out this particular day and will bear watching as the season progresses.

(Results on pages 28)

don't know who Goldie is, ask some of the hands who've been in the business a while. Ten years ago there was no one better!

Victor-mounted Chuck Minert won the 500 Expert go with that super-fast Tony Dennis (BSA) second and Jim Hunter (BSA) third. At one time Hunter and Minert came around the rock turn in their usual inimitable style, came together like a bank shot with the end result that "Feets" neatly took Hunter's Beezer out of gear!

Bill Manley (Tri) took the Open Expert in a pretty wild set of motos. Ben Fakkeldy (Triumph) almost made a Green Hornet sandwich out of Mike Posey (BSA) on the back section and later Manley "shut the door" on Fakkeldy coming out of the sweeper, while fifth place finisher Don Ogilvie sailed around on his Velocette with his usual grin on his face. Terry Dorsch (Triumph) won one moto despite that heavy competition and finished second over-all. Early in the season we spotted Terry in the Novice class and watched him work his way up to Expert in one season. Next year it's Ascot for Terry and we suggest our co-columnist Roxy Rockwood might keep his eye on him.

See you next year at the first one, would you believe it's only a couple of weeks away?

(Results on page 26)

CARLSBAD AMA ROAD RACING SEASON OPENS JAN. 21

For the third straight year the Playboys M.C. of Long Beach will get AMA road racing underway at the popular Carlsbad Raceway on January 21st.

They will also host an event on Feb. 18th and both will serve as warm-up rides for the many riders and machines that will be heading for Daytona and the annual speed week in March.

The same course that is used for the once-a-year National professional events will again be used for the 250cc machines and the big bikes. The smaller lightweight machines and the production riders will use a shorter course.

The events will be open to all Sportsmen and professional riders and there will be a class for every size machine and every age of rider.

Most of the factories and distributors are again planning on backing official racing teams and most positions include riders from California. This will afford the part-time rider a chance to either race against or watch the top notch pros in action on Daytona winning equipment.

The third Sunday in January and the third Sunday in February have been selected to give all riders two races before heading for Daytona. The dates have also been selected so as not to conflict with the opening two professional TT dates at Ascot for the new '68 season.

Every rider that enters any of the classes is guaranteed a ride in both the heat race and the final. Nobody sits on the sidelines at Carlsbad, a popular ruling started by the Playboys three years ago.

If the 250cc class and the big bikes classes have a large enough entry they will be split into two divisions, one for the pros and the other for the strictly non-licensed sportsman, or part time, rider.

Pit gates on the 21st will open at 9:00 a.m. with practice running until 1:00 p.m. Races begin at 1:30 p.m. Carlsbad Raceway is located just east of Oceanside and the town of Carlsbad.

FRESNO INDOOR ACTION:

SUPER SQUIRREL SCORES SECOND STRAIGHT

Photo by William Clark

Novice Bill Jamison (209) may crash a lot but he wins a lot, too...and some subscribe to the theory that you'll never know how far you can go until you go too far. Here he leads Experts Ron Kruseman (12x), Phil Cancilla (19y) and Dave Bostrom (23) to Fresno Trophy Dash win. He's now taken two indoor dashes in a row.

Eddie Mulder returned to indoor action and resumed his winning ways for the second straight time at Fresno last Sunday night, December 17. Mulder, who had a dry season on the TT tracks, again was the rider to beat in the wild night of action in the 250cc class.

The All-American crash title now is held by Bill Jamison who took his last ride as a Novice and will be back in Fresno on January 7th as a full-fledged but well-bent Amateur.

The heavy-throttle-handed youngster set new indoor records of sorts when he went out for the 250 final and crashed three straight times. The first was an endo that nearly sent him over the wall. The second came on the restart. The third and final flip came on the far turn when he buried his front wheel into three other riders and took them down on the deck along with him.

The fourth and final attempt to get the 250's underway finally found Jamison staying upright with a slightly more conservative attitude toward his more experienced brother Amateurs and Experts and he finished sixth – on both wheels.

In the meantime, Mr. Mulder was off to one of his perfect starts each and every time and breezed his way to the Main Event win for the second straight time and gave the Montesa brand three wins in a row.

250cc point leader, Phil Cancilla, after being warned by the Referee about rough riding tactics in practice, played it so cool that he was bombed out of the Main Event on the last turn in the semi-final by up-and-coming short tracker Ken Weakley who appears to get better every week. Cancilla went to the sidelines with a grit of the teeth and a flat wallet.

The more conservative 125cc class again found Cliff Aksland and his Hodaka as the combination to beat. Aksland extended his winning streak at Fresno to six in a row by once more winning the heat race, trophy dash and 12-lap final for the ultra-lightweight riders.

"Tiger" Jamison did manage to salvage some glory, however. He won his heat race with one of the faster 250 times of the night and then came back on the Les Edward's Suzuki to capture the Trophy Dash for the second straight time. Once again he was the only Novice rider in the four-rider field.

The brave youngster who is threatening to race at Ascot next season once again left the Trophy Queen in a breathless state of shock after being presented with the winning trophy.

Indoor racing at Fresno now takes a holiday until Sunday night, Jan. 7th. Then they will have the honor of hosting the first professional race in America for the new '68 season. This will be the first one for the many new Novice riders.

(Results on page 26)

FREE KAWASAKI PRIZE AT FRESNO INDOORS

Valley Sports Inc., the promoters of the current series of indoor races at Fresno's Selland Stadium, will make some lucky spectator the owner of a new Kawasaki motorcycle at the end of the short indoor season.

Purse percentages at Fresno have undergone some changes also, we are told, to make for a more equitable payoff. Two-fifty cc riders will split 75% of the purse and the 125's will divide up 25% for their efforts. The next indoor program at Fresno is scheduled for January 7.

More Clothing Laws If Helmets Pass

Speaking at California Governor' Reagan's Traffic Safety Conference at the Los Angeles Biltmore Hotel last week, Assemblyman John F. Foran, author of California's motorcycle danger bill, admitted that the compulsory wearing of helmets was not the last item of protective clothing he would try to legislate motorcycle riders into wearing.

In response to a question from the audience, which was largely made up of non-motorcycle riders, Democrat Foran said that compulsory footwear and other items of "protective clothing" would be the subject of future legislative proposals.

The compulsory helmet law, demanded by the Federal Dept. of Transportation, would open the channels for unlimited legislative control of wearing apparel for motorcycle riders and other highway users.

Governor Reagan at the same conference said that California wanted to be a partner with the Federal Government, but not have them telling us what to do. He is a Republican.

Cycle News is Number 2

There is one faster source of information on the motorcycle scene. The "grapevine," or word of mouth gets the news around quicker. We keep trying, but a good newspaper has an obligation to check information, verify rumors, get names, facts, exact quotes. Then we have to clothe the bare facts in the right words, before we publish it.

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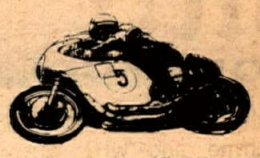

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THE GRAPEVINE Would You Believe?

...That Honda's next new model will be a 350cc, double overhead cam, 5-speeder?

* * * * * * * * * * * * * * * * *

...Rumor is that one of the west coast importers is making plans to build his own motorcycle and put it on the market (it seems that the foreign factories can push some distributors just so far).

* * * * * * * * * * * * * * * * *

...That a western publisher will be elected new president of the A.M.A.?

* * * * * * * * * * * * * * * * *

...The high school junior Rick Chew, riding a Roehr Bros. Hodaka, has finished 2nd in the Elsinore TT 100cc Novice class the last two weeks in a row?

* * * * * * * * * * * * * * * * *

Old Indians never die

(Continued from page 6)

also has a couple hundred of them in stock) and you would then have a 1000cc overhead valve v-twin. Look out, Vincent lovers, the redskin is really on the warpath again.

As if that wasn't enough to bring all the Indian rooters out of hiding, the noted publisher and historian Floyd Clymer, who was once an Indian dealer, has announced plans to produce ANOTHER tribe of Indian Scouts, these all new, built in Germany.

they just multiply

(Continued from page 6)

famous German Mahle, as used by practically all German cars – Mercedes, Opel, Volkswagen, Porshce, NSU and German Ford. This firm also makes pistons for many Italian makes, including Ferrari and Maserati.

Cylinders will be of best grade cast iron with valve pockets cast in. This unit will be cast as a part of an aluminum outside casting, for improved cooling and light weight with larger and deeper fins. The cylinders will be spigoted and extend down into the crankcase about 3/4". Cylinders will be anchored to the crankcase by five studs. Aluminum heads will be used. Nine 10mm standard thread bolts will anchor the heads to the cylinder casting.

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Brakes: Front twin-disc as standard. Optional will be Munch massive (Mammoth-style) expanding two-shoe type. Material is lightweight Elektron. Rear brake will be 10-1/2" diameter Munch (as shown in photo). Rims, Italian Borrani aluminum, with short spokes, front and rear.

Frame: Munch-built of special German steel tubing, with some featherbed features. Suspension: Swing-arm with three-way adjustable shocks. Rear frame section is Elektron, as used on Mammoth. Tank: Fiberglass, 3-1/2-gallon gas capacity. Oil tank is located under front of seat and is an integral part of the Elecktron fender casting. Filler cap will be beneath seat.

Accessory Group — The clock and electronic instruments on the prototype are shown on both sides of the Bosch headlight. These are temporary locations on the first machine only. On production models these will be housed in a new instrument panel on the new braced handlebars. A cigarette lighter and safety bars will also be offered in this optional accessory group.

The foregoing specifications, while not complete, will indicate the type of thinking, planning and engineering that has gone into the new Scout.

1968 models will be available in early spring, 1968. Deliveries will be on a "first come first serve" basis. With 1,000 new Scouts scheduled for 1968, the number of dealers appointed will be limited. Mammoth production will be about 250 to 300 in 1968. Dealers can get full price and make good deals without having to over-allow to get a sale. It is not required that any dealer handle both makes.

Anyone interested in a dealership may write, giving details of your operation, how many people you employ, and an estimate of how many Scouts you think you could sell. Make the estimate conservative! Write to: Floyd Clymer, Motorcycle Division, 222 No. Virgil Ave., Los Angeles, Calif. 90004. Telephone: (213) 388-5119 or 383-6410.

MEET BILL SARGENTI

Starting with a minibike at 6 years of age, Bill Sargenti, now an AMA sportsman expert at 14, is well on his way toward fame (if not fortune) in the motorcycle racing world. Shorter than Shorty Seabourne (Bill measures an even 5 feet tall), Sargenti claimed that high point trophy in the 50cc class at the Lodi, California track in 1966. Since then the diminutive speedster, on Hodakas sponsored by Ray Hook of Blendzall oil fame, has been tearing up the competition at the Fremont and Madera TT tracks. Asked whether he wants to be National Number One someday, Sargenti smiles and say "Sure, everybody does." Looks like Bill is one kid who has what it takes to make that dream come true.

Racing Expert at 14, Bill Sargenti outdistances the competition regularly at Lodi Cycle Bowl.

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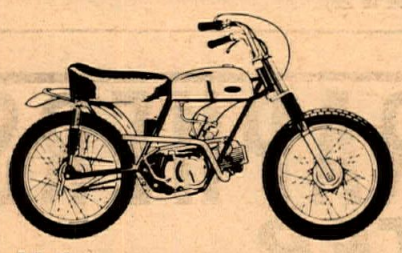

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ROUGH SCRAMBLES AT MARYSVILLE

Story and Photos by Dale McKinnon

The Feather River M.C. presented its first Winter Scrambles of the season at Marysville, Calif. under ideal conditions and on a perfect track. They departed from their normal track and made a rough scrambles out it for the December 10 event.

Paul Minor and Mike Corcoran got off the line and into the first turn together at the start of the 100cc Amateur/Expert Main. Coming out it was Mike on top and he stretched it to a long lead. Paul had his hands full trying to keep Joe Henry and Jorgy Jorgensen from getting around. Joe was riding pretty wild but Jorgy managed to get by and then into second as Paul dropped back.

About that time Mike Ellis came up from back in the pack to do battle. Jorgy dropped out, so that left Joe and Ellis to give Mike a bad time. It was a close three-way go for first; Mike held the lead but cut the course and was disqualified. That left Joe Henry the winner and Mike Ellis second.

The 200cc combined Novice/Amateur/Expert Main was by far the best of the day in that the lead must have changed a dozen times. Walton Walker got the jump off the line but Dick Turner had the lead before the first turn and he had started in the back line. Marion Cunningham and Mike Rockwell battled for third for a while; Mike was ahead going into the dip but Marion nailed him coming out. Mike got him again down the straight, then proceeded to nail Walton. Advancing toward the leader, Turner, Mike rode peg to peg with him a short ways, then passed him, but almost immediately lost it. A little later he got the lead back again, held it a while then Dick repassed him. They see-sawed back and forth like this about a dozen times with Dick squeaking by to take the win.

The 250's, usually a good class, had only six riders – one Expert, three Amateurs and two Novices. Freeman Pugh grabbed an early lead and held it until his bike blew up. Carl Leihr, the Expert, had all he could do to keep him in sight. Carl won as he and Phil Harris were the only finishers.

My boy Sparky Pinola came back to the 100cc Novice wars after a short lay-off. He didn't do so well in his heat but he sure made up for it in the Semi. As usual in the Main he blew it; can't understand it.

The start of the 100cc Main was marred by a four-bike pile-up. On the restart Gary Culver took the lead again but had to bow out to Tom Legg. Tom took the lead and no one came anywhere near him. He rode all the corners and the dip about as fast his bike would go. The way he got around the course I think he could have beaten anyone, including the big boys.

Tom Murphy led the troops around in the 500cc combined Main with Wendell Snider in hot pursuit. Robert Howard on a 441 BSA out of Slim's BSA Shop in Marysville, was about to do them both in until he broke his chain. As it turned out, only Tom and Glen A. Pair finished the race.

Five men started the Open Main and after fighting off Wayne Chase and Phillip Heyrend, Stan Stanton took home the first place brass on a Triumph. Wayne had a cinch second until he goofed and let Phillip by for second, a pretty good race though.

Most of the riders liked the track as it was a real fun course and most of them will be back next week, rain or shine.

The Feather River M.C. is preparing a quarter-mile flattrack on which they plan to hold events all summer.

(Results on page 27)

Though having a little trouble negotiating the hill at this point, Carl Liehr (19e) wound up winner of the combined Novice/Amateur/Expert 250cc Main Event.

Second place in the Marysville Open Main Event went to Phillip Heyrend (47r).

The track appears troublesome to Tom Murphy (19r) in this shot, but he finished first in the 500cc Novice/Amateur/Expert final. Behind him is runnerup Glen Pair (15r).

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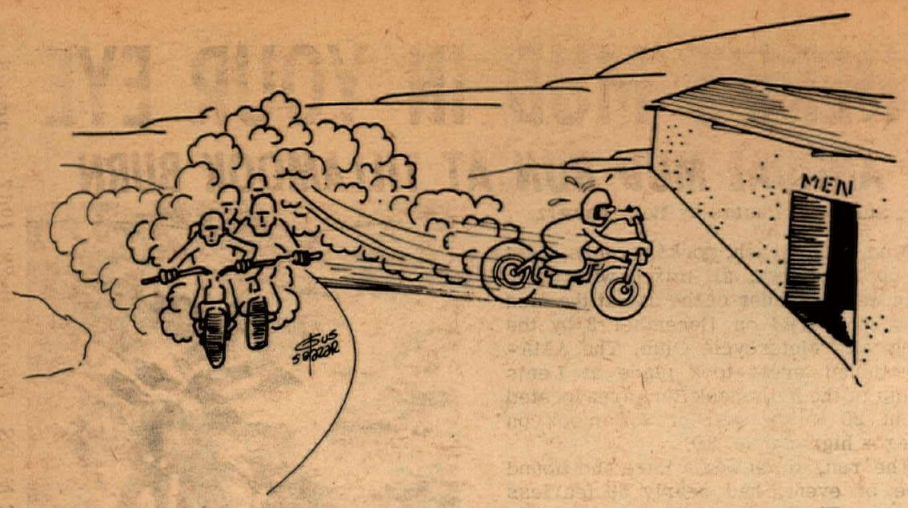

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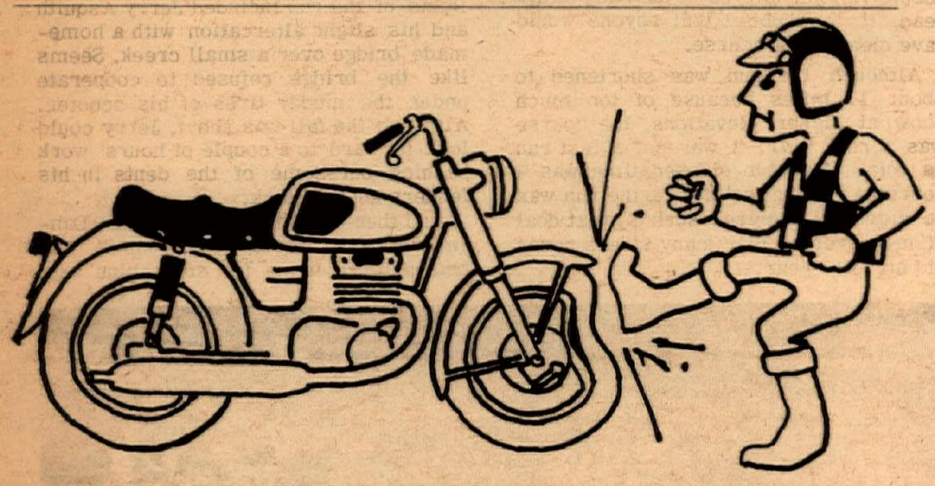

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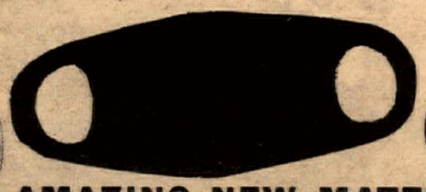

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HERE'S MUD IN YOUR EYE

ANNUAL MUD RUN AT TILLAMOOK BURN

Story and Photos by Bob Schwarz

Here comes Ed Wolfe on his 175 Kawasaki leading a pack of hungry brush riders through an area that would give even the best trials rider a fit.

Mud, slop, brush, rocks, creeks, a lot of up and down, all mixed with much rain was the order of the day at the Mud Run sponsored on December 3 by the King Mt. Motorcycle Club. The AMA-sanctioned event took place at Lee's Camp in the Tillamook Burn area located about 20 miles east of Tillamook on Oregon highway No. 26.

The run, which was a Hare and Hound type of event, had nearly 50 fearless entries. The object of this type event is (1) to stay on the marked course almost regardless of where it leads you and (2) to seek out and procure paper checks from obvious and sometimes not so obvious check points which are marked usually within 50 feet of the trail by a big painted "X" on logs or rocks. Needless to say, with the rough terrain of this course, no one came in with all 25 checks. Some of the checks were so well placed that even if a rider had telescopic vision and eyes in the back of his head, it is doubtful that anyone would have cleaned the course.

Although the run was shortened to about 11 miles because of too much snow at higher elevations, the course was a real bear. It was not a fast run as total allowable elapsed time was 4 hours. As a matter of fact, the run was so slow and required such a great deal of maneuvering that many riders never did hit third gear.

Even with a big handful of front wheel brake, Jack Berger finds his Ducati really likes to slide on rain-soaked ground.

Some of the more interesting highlights of the run included Jerry Asquith and his slight altercation with a home-made bridge over a small creek. Seems like the bridge refused to cooperate under the muddy tires of his scooter. Although the fall was short, Jerry could look forward to a couple of hours' work bashing out some of the dents in his fenders and gas tank.

And then there is the one about "Dangerous Stu" Osborne, the man who traded terra firma for some blue sky. Seems the side hill trail went one way and he chose the route with the least traction. Fortunately, when Stu inadvertently launched himself into mid-air while negotiating a hairy turn, he survived with no personal injuries. However, the bike wasn't so lucky. The boys tell me those 40-inchers got pretty heavy when they have to be hand-carried from about 50 feet over the precipice.

(Complete Results Unavailable)

Nearly 50 men and machines, unsullied by the ordeal to come, prepare for the start of the Annual Mud Run sponsored by the King Mountain Motorcycle Club in Oregon's Tillamook Burn area.

The head detective at this event turned out to be Bob Lamphere of the Mt. Scott Motorcycle Club, riding a 650 Triumph swung inside a Rickman-Metisse frame, an excellent looking machine. Second and third places were also won by Mt. Scott riders: Ed Bowers and Doug Coe, mounted on Triumphs. This event was Open Class with a total of ten trophies awarded to the winners producing the most number of paper checks.

Triumph-mounted Bob and Teresa Warren were the only husband and wife team to compete against the rest of the sports riders.

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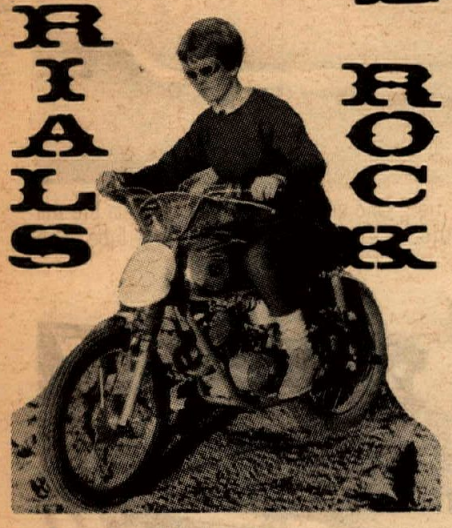

Girls do it, too.

First time trials rider Bill Haynes, wearing his tam at a rakish angle, sloshes through a water crossing on his Triumph. When asked which traps were the toughest, he replied, "All six of them."

By Syd Clopton
Photos by Gordon Rumsey

An Amateur with a near perfect score, and an impossible hill for the Experts, were the highlights of the S.C.T.A. English Trials at Little Rock, California on Sunday, December 3rd. The Southern Trials Association held their final event of the year at the new Foothill Trails motorcycle playground. This newly opened area consists of some eight hundred acres of perfect motorcycle territory, and is on private land in the desert foothills of the San Gabriel Mountains. Located on the north side of the Angeles National Forest, just a half mile south of Little Rock, it is only sixty miles, most of them on the freeway, from Los Angeles.

The Little Rock trials course featured plenty of on-the-pegs sandy places...

It's A Playground

It is worthwhile to mention the fact that this playground is open every weekend and one can ride all day for the nominal fee of one dollar per bike. With the constantly increasing population making it harder and harder to find open land in which to ride, this type of motorcycle playground is worthy of everyone's support. It's nice to ride where you don't have to worry about being shot at or arrested for trespassing.

This area is also an excellent place to camp, and although there are few facilities now, many improvements are planned, including a graded and maintained scrambles track.

The idea of a campout was attractive to the trials riders, for many arrived Saturday afternoon in campers or trailers, and the party around the campfire went far into the night in spite of the

...lots of formidable boulders to avoid, hopefully without putting down a foot down...

rather chilly desert air. There was some speculation as to whether all the folks stayed up because they especially enjoyed Jack Ward's guitar or they figured that they couldn't sleep anyhow with all that racket going on so they'd just have to wait until he got tired and quit.

Seriously, Jack is a Scottish-born trials rider and has attained the highest classification (Master) in the short time that he has been in this country. His rendition of old favorite western tunes with a Scottish accent was every interesting.

Evidently Jack's singing didn't drive everyone away, for by the 10:00 a.m. Sunday morning starting time there were 100 riders signed up to prove their skill. Among these hundred there were plenty of Amateurs, or beginners, 70 to be exact, including six women.

Layout man Jack Milne came up with a course about two miles long which included twelve traps, or observed sections. The first six traps were laid out with the skills of an Amateur in mind and were to be ridden only by the Amateurs while the last six were reserved for the Experts and the very exclusive Master class. These were a little more hairy; in fact, a couple were very hairy indeed.

Each rider was to go around the course three times, for a total of eighteen traps. It didn't take that long to see who was going to be the hero in the Amateur class. Warner Mobley started out cleaning traps on his Bultaco as if he were riding around the parking lot at Marketbasket. By the end of the day everyone was wondering what he was doing in the Amateur class. He came up with a phenomenal score of ONE point lost (he put his foot down one time) in the entire 18 traps.

Full of Surprises

Master rider Bob Nickelsen looked as if he were going to do the same thing in his class when he cleaned the first three Expert traps on his Greeves without a single point lost. Then he hit trap number 10 (the fourth one in the Expert section). This trap featured a sandy uphill section which looked fairly solid; at least Jack Milne thought so when he threw down the lime to mark the section early that morning. However, when several motors had finished trying to chew their way up the hill, it became so loose that traction became almost impossible to find. But loose traction was only part of the surprise that this trap held. If you did manage to get to the top of the little hill, you found that there was just barely enough flat on top to keep your machine from high centering before you dropped almost straight down for thirty feet into a sand wash. And that lovable Jack Milne had you going out of the wash in a straight up, eight-foot leap up the wall of the wash.

Bob Nichelsen took first place in the Master class, but only after he had lost a total of 17 points, 11 of which he left lying on and around that nasty little hill in trap number 10. The remaining six points were all lost on the next neat little trap, number 11.

This one found you dropping sideways down the vertical wall of a little four-foot deep, sand bottomed gully, and then trying to follow the gully as it made several jogs and then a complete U-turn. Not too hard except that the silly thing was only about three fee wide and in trying to keep both feet on the pegs and the machine going in the right direction in the sand, you found your handlebars banging into the sides of the gully.

Second to "Singing Jack"

"Singing Jack" Ward lost only one more point than Bob Nickelsen, but he had to settle for second place Master. Jack was riding a Triumph Cub, one of many of the discontinued 200cc single models that were being ridden in this event.

...and steep uphill portions, laid out by Master trials rider Jack Milne, where many a rider lost points.

Bob Grove, S.C.T.A. President, doing a great job in keeping things running smoothly, also did a fair job of riding, grabbing 3rd place Master with a loss of 19 points. Bob was very cordial in his invitation to anyone who is interested in trials riding to come on out and join the fun.

In the Expert class it was David Smith on his Bultaco in front with a loss of 19 points. John Walters on a Honda lost 21 points and sewed up second place Expert. John is the kind of man who has made the S.C.T.A. the successful trials club that it is. He lives in San Diego but he hasn't missed a single one of the 21 events that his club has held this year.

Lee Rombeau walked his Hodaka through the traps with a loss of 23 points to take third place Expert.

The best looking winner of the day, in my opinion, was Carol Stone. Now maybe that's because she won the Women's class, but she looked very business-like on her Greeves, especially when she cleaned trap number 6, a rocky hillside section without losing a point.

To hear Jack Ward sing and to see Carol Stone ride, watch for the next S.C.T.A. event to be held the first of the new year. Better yet, write to: S.C.T.A. 4707 W. 164th Lawndale, Calif. and get the information first hand, on how YOU can become a Master trials rider.

(Results on page 26)

CYCLE NEWS SUGGESTS

Also new from Aragon Dist. Co. is a pinch proof tire iron. One end removes the tire from the rim while the other has a different shape that puts the tire back on without pinching the tube. The secret is in the odd bends at each end.

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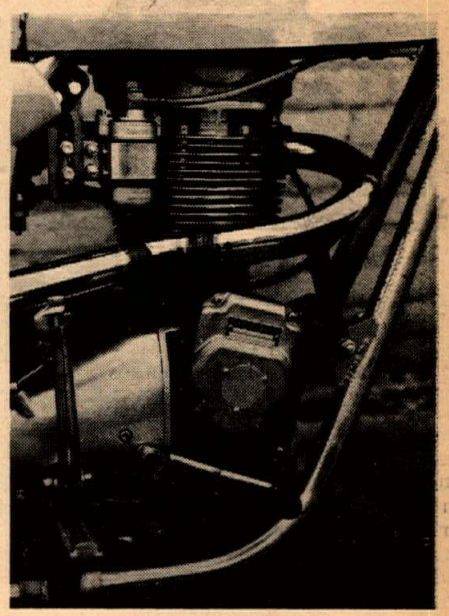
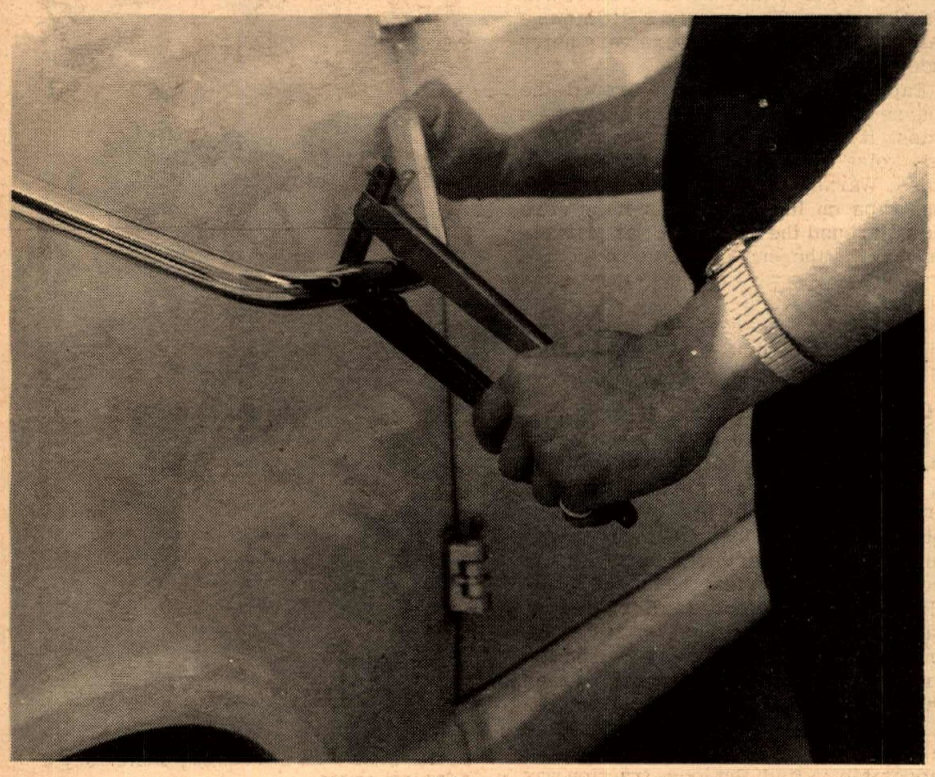
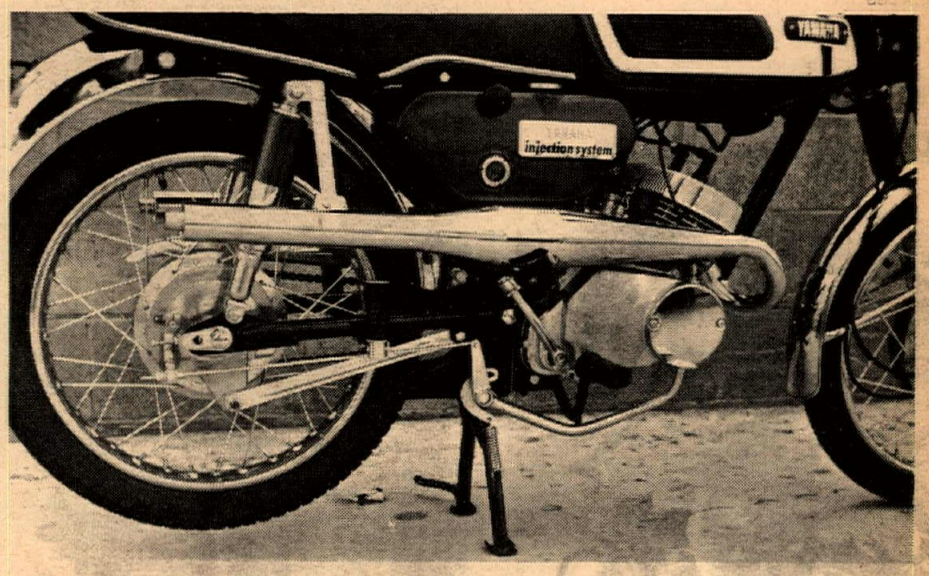


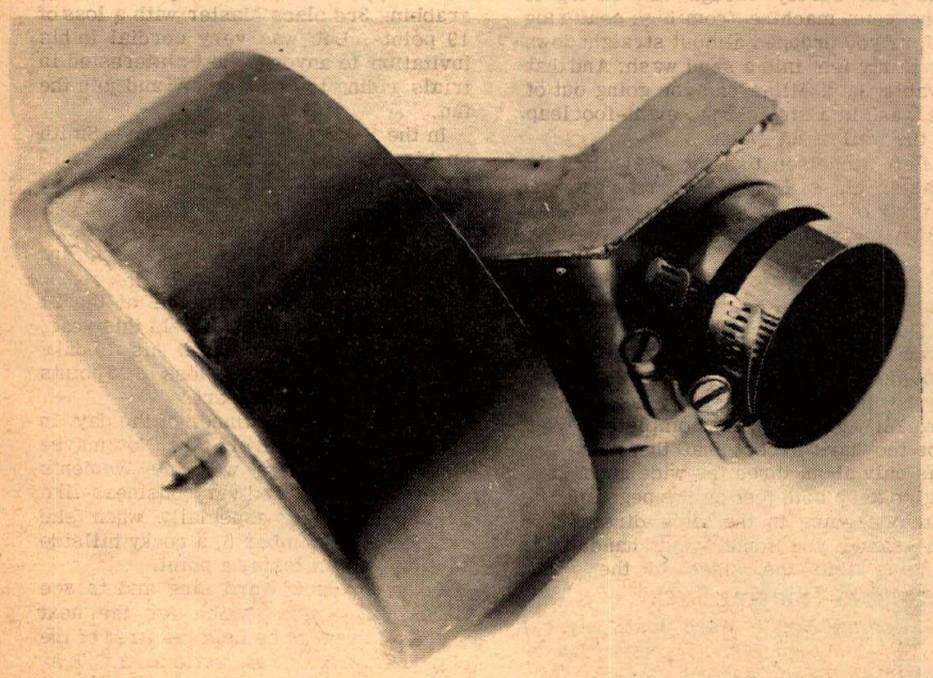
Joe Hunt Magneto for BSA Victors, just one mag among many for popular machines. Increased spark plus reliability are the main attractions. Tell them you saw it in Cycle News – Hunt Magnetos: 2600 W. Vernon, W. Los Angeles, Calif.



Here also is an hard tool for knurling handlebars to prevent slip. A single device, it provides a needed service. Any round object, up to about two inches, can have a neat row of knurling. Inquire at: 223 W. Camino Real, Monrovia.



Sleeper exhaust for Yamaha 180cc twin. This unit improves sound and performance. Now at a lower price (30% reduction), available from J & R Engineering: 1857 Merced Ave., So. El Monte, Calif.

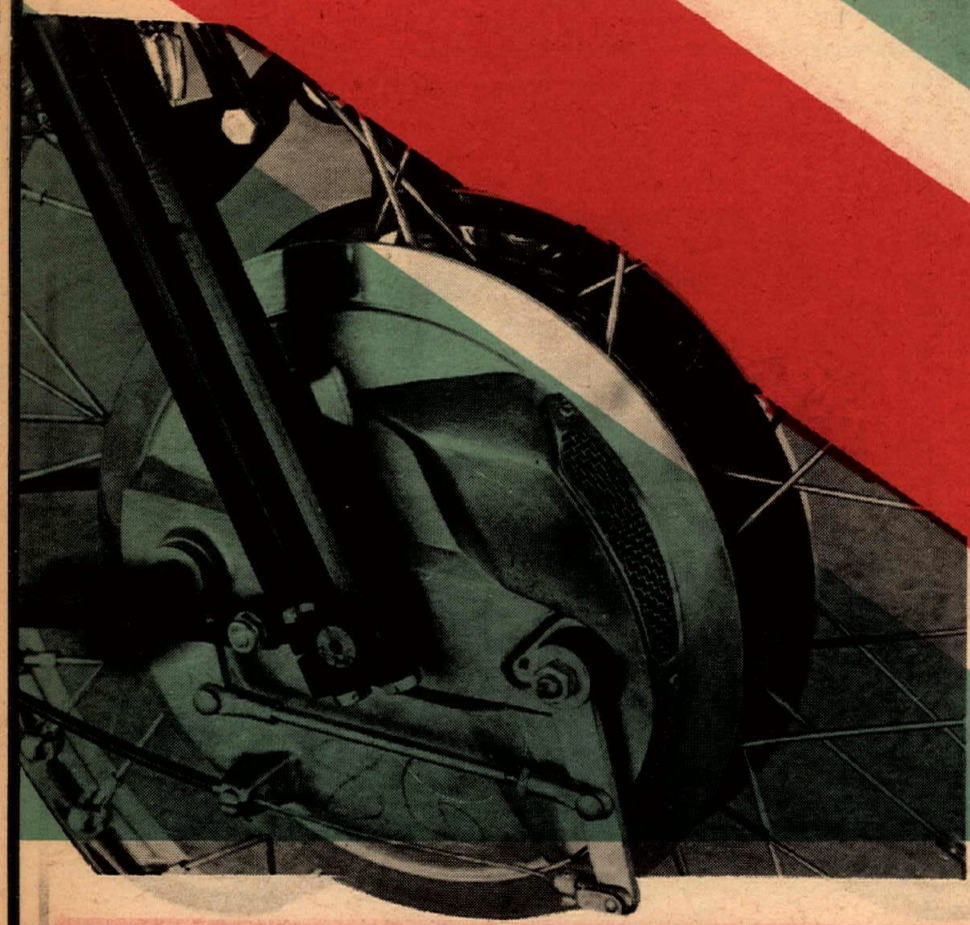


New "AIR-TRIP" air filters. An all-steel cad-plated unit that accepts the Filtron element. One model is universal and fits most popular machines, the other is for standard Hodakas and fits without interfering with the battery – the only one that does. Available now from Aragon Dist. Co. in Monrovia at 223 W. Camino Real. Ph: 447-8342.

Wheels keep getting bent in desert dices, and riders also get bent out of shape when presented with the bill for a conventional rim-straightening job.

Don Jones, a longtime desert racer, decided there must be an easier way to straighten bent wheels, so he invented the "motorcycle rim jack" shown in the picture. Without removing the wheel or the tire, you just place the jack against the hub and a cast dolly against the bend and wind it out straight with a wrench. Dollies are available to fit every rim from 16" to 21", Harleys to Hondas. One job pays for the tool, available for $15.95 from A.C.E., 263 S. Fairfax Ave., Los Angeles, Calif. 90036.

Sierra Engineering, long-time supplier of protective headgear for the military, has entered the sporting helmet field. An entirely new concept in head protection has been developed and Sierra feels that the design offers 100% more protection. Sierra Engineering Co., Dept. H, 123 East Montecito Avenue, Sierra Madre, California, 91024.



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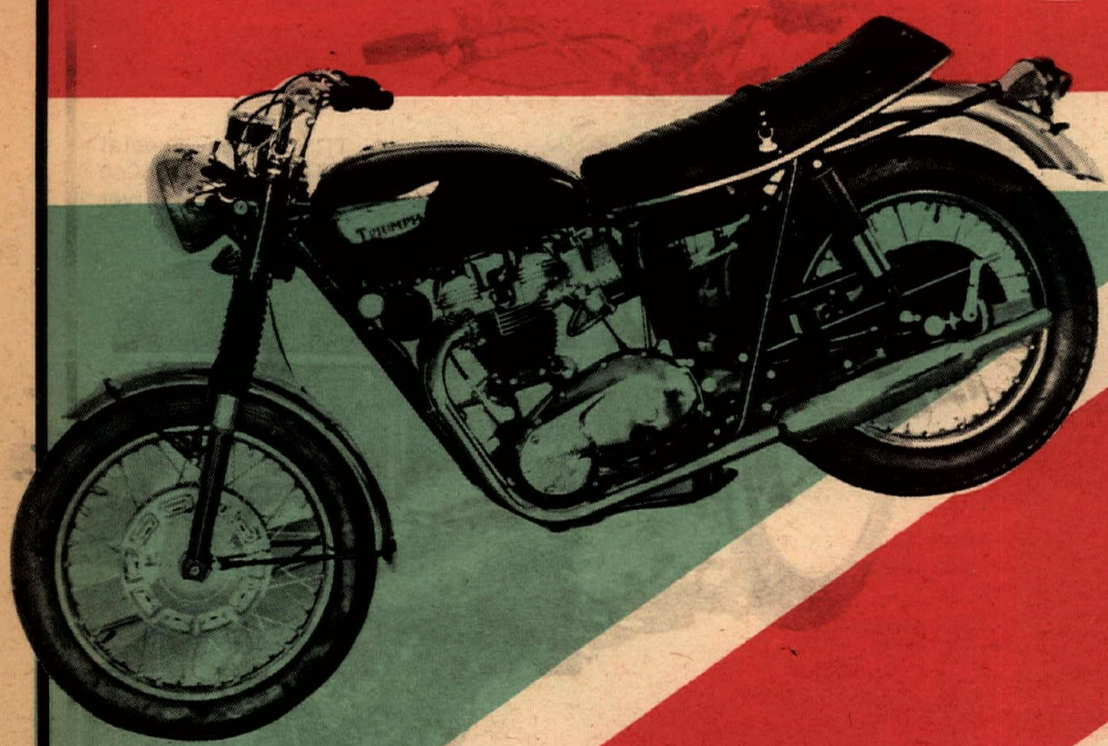

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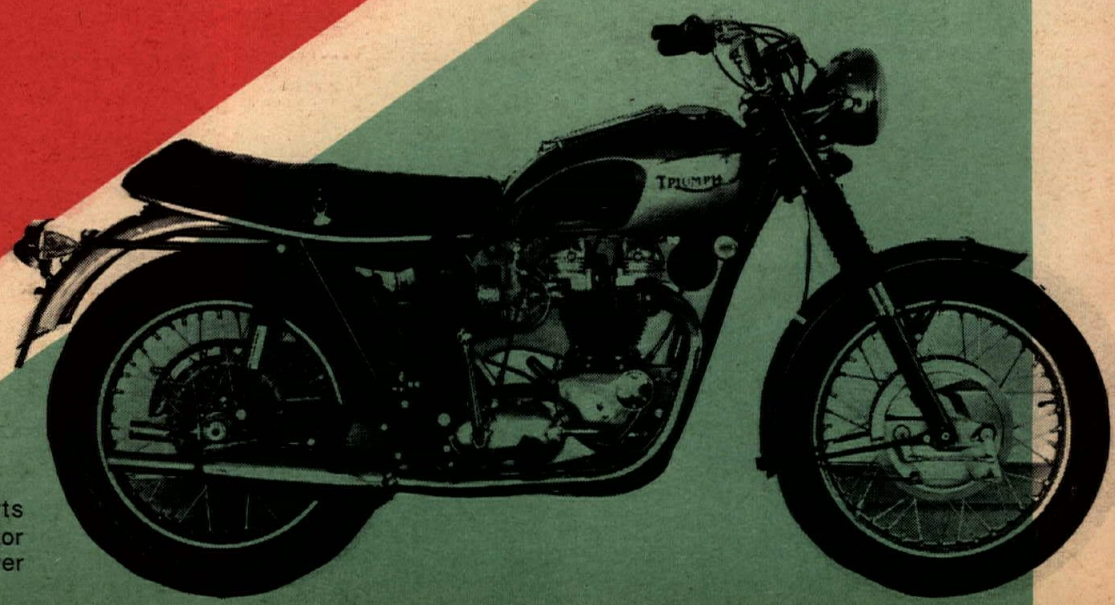

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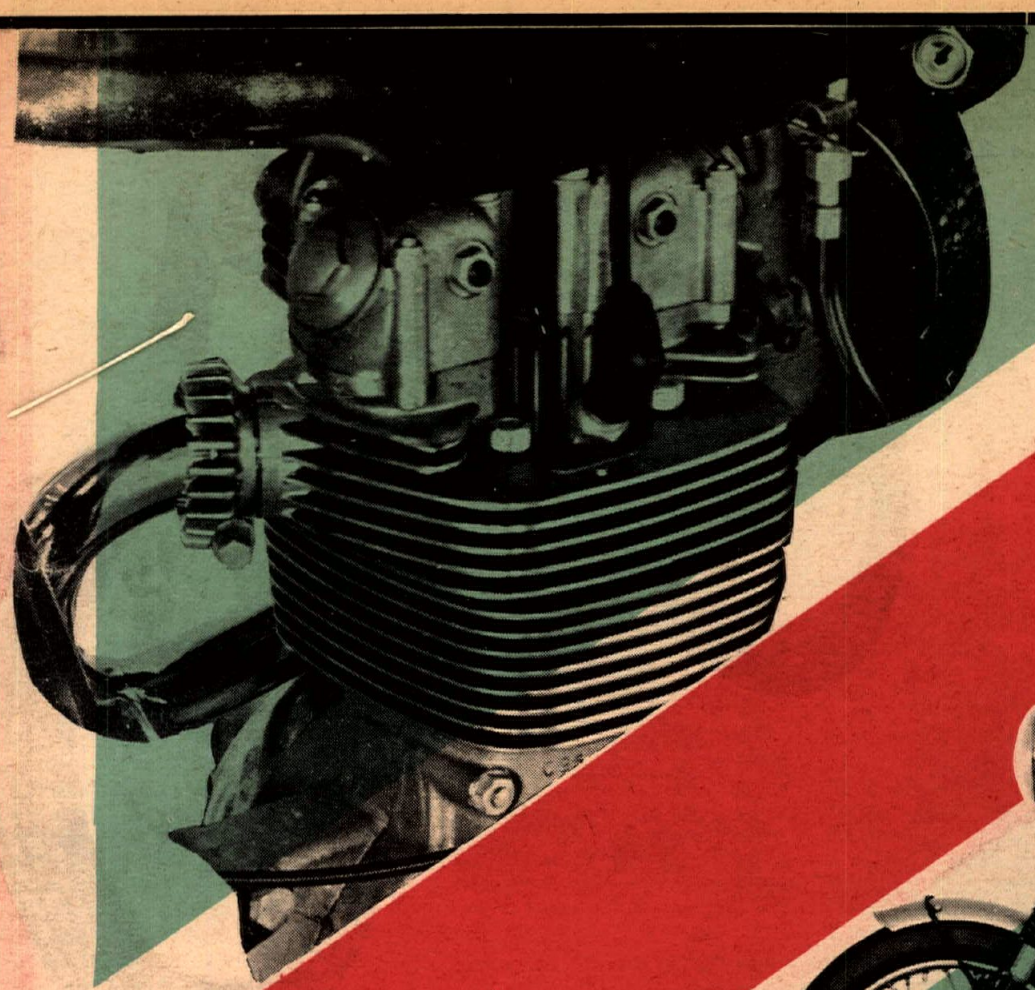

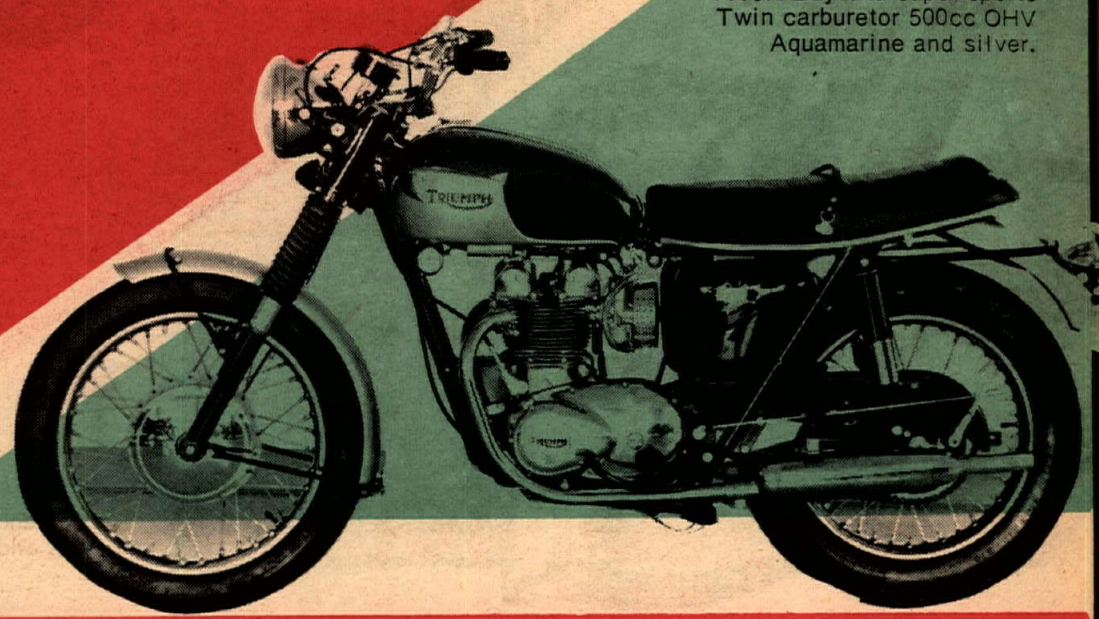

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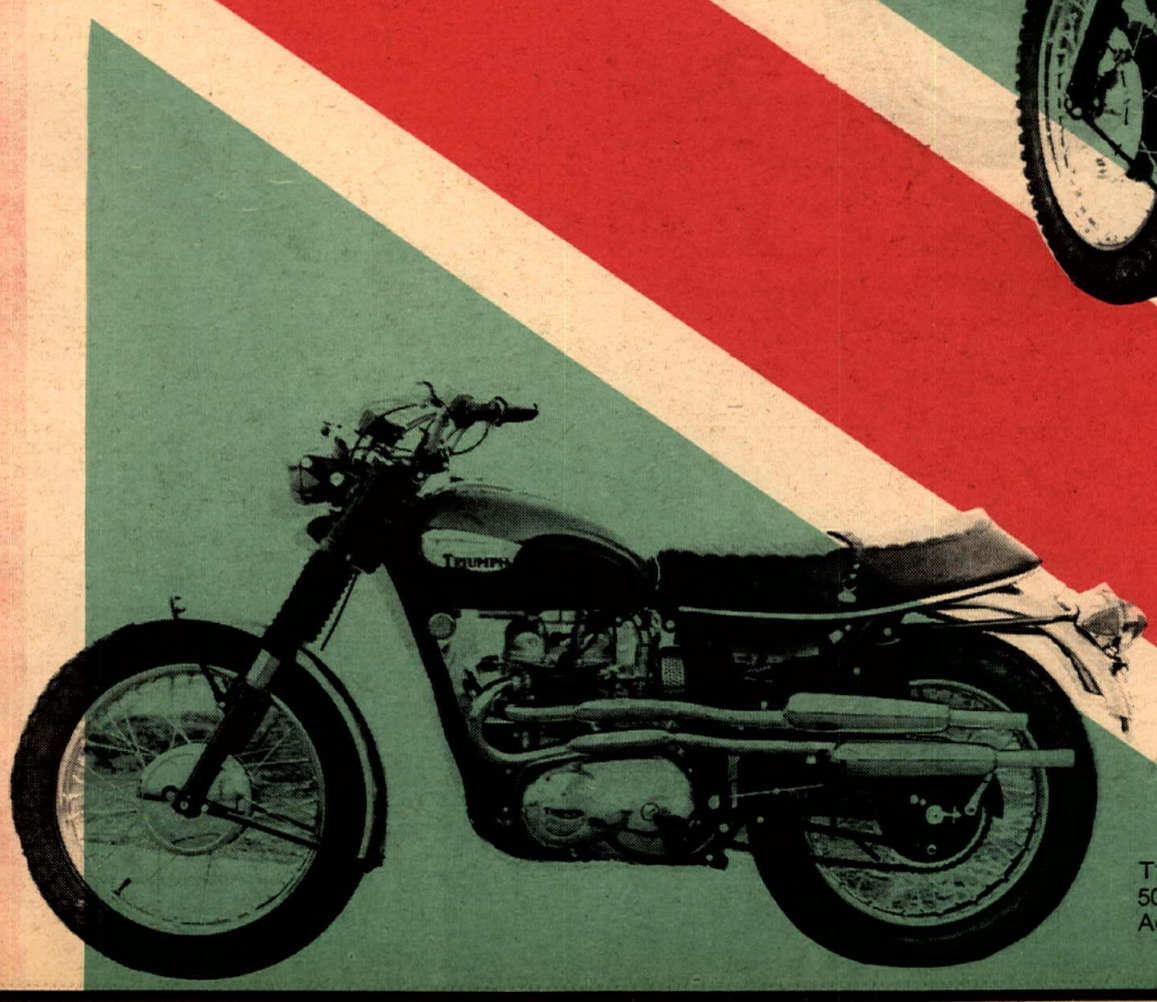

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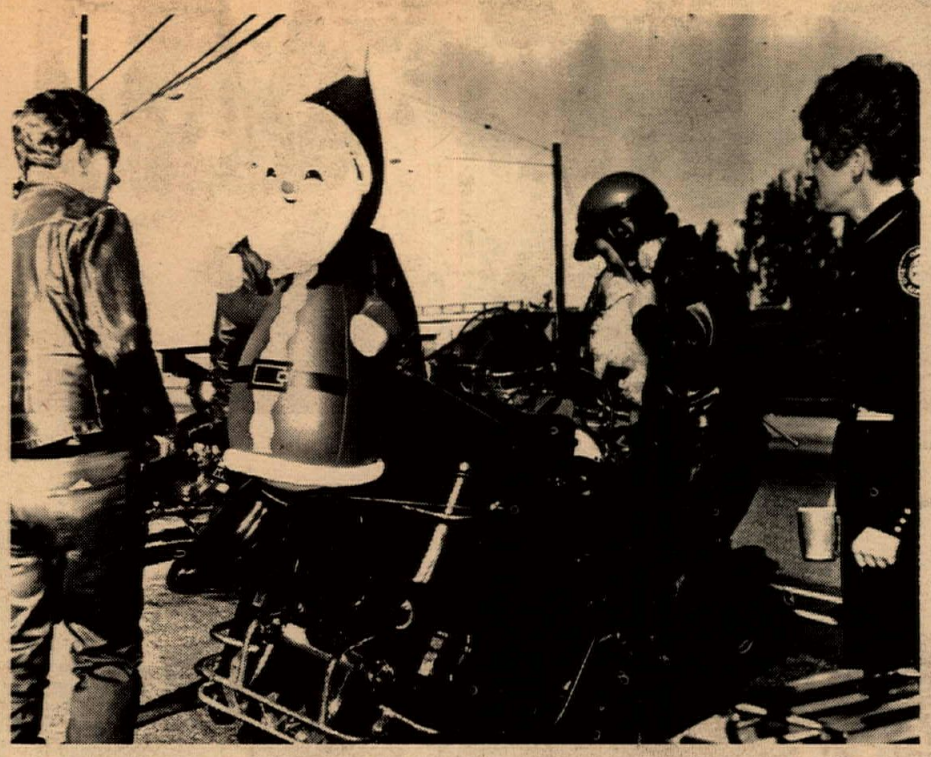
TOYS FOR TOTS POKER RUN

Story and Photos by George Hays

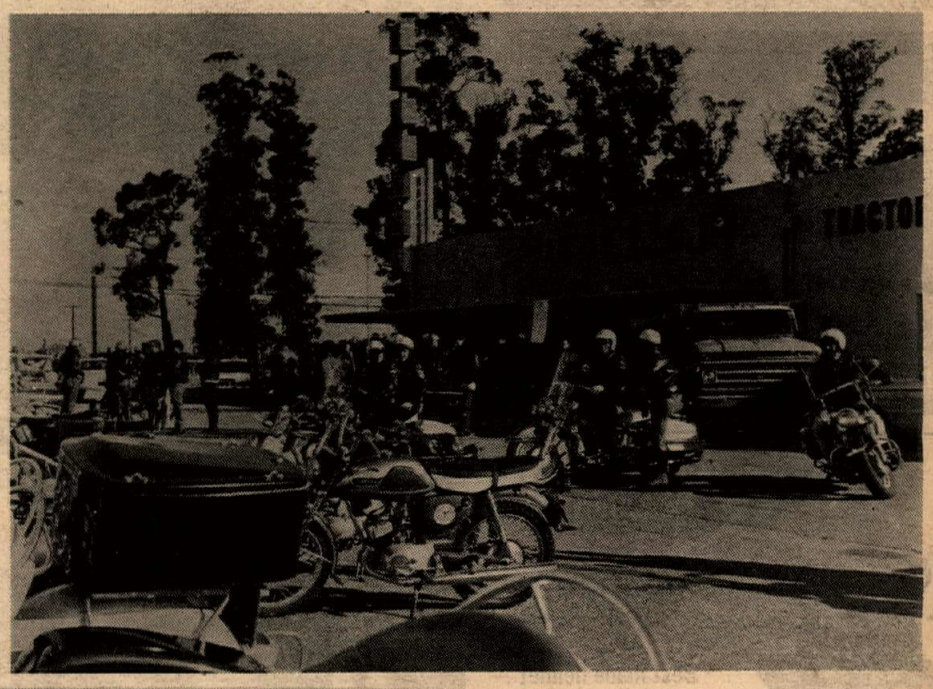
Other clubs could take lessons from the Oxnard Motorcycle Club when it comes to public relations and improving the image of motorcycling. On Sunday, December 10, the Club held its annual toy drive and poker run. The entry fee was 50¢ and one new or repairable toy. All toys and proceeds were donated to the Marine Corps' "Toys for Tots" Drive.

Oxnard is a small town on the California coast between Los Angeles and Santa Barbara, and the area doesn't usually draw a large crowd for motorcycle events. But this year the Club did some advertising by passing out invitation sheets at the Indio Tour, and listing their event in the Cycle News Calendar of Events. A crowd of 140 riders rewarded their efforts, not a bad turnout for a Sunday poker run, with riders coming from as far as Riverside. The Oxnard Club is one of the most active road clubs going. Even though they have to ride in from way out there, you'll always find a large group of them at any Southern California road rider event, and it was gratifying to see some of their own enthusiasm returned.

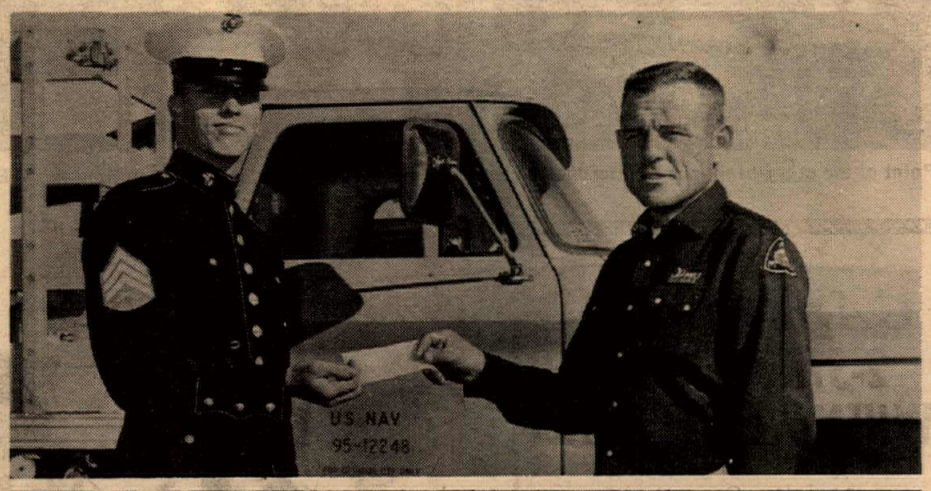
The Club also wrote Cycle News, asking for a reporter to cover the run. Club President Ron Schall welcomed your correspondent at the start of the event, and offered all kinds of useful information. Throughout the day Ron and other Oxnard Club members kept popping up, always ready to answer questions. Minutes after the trophy presentation. Ron furnished the list of winners, a welcome change from many events where the reporter has to scurry around begging for information and results.

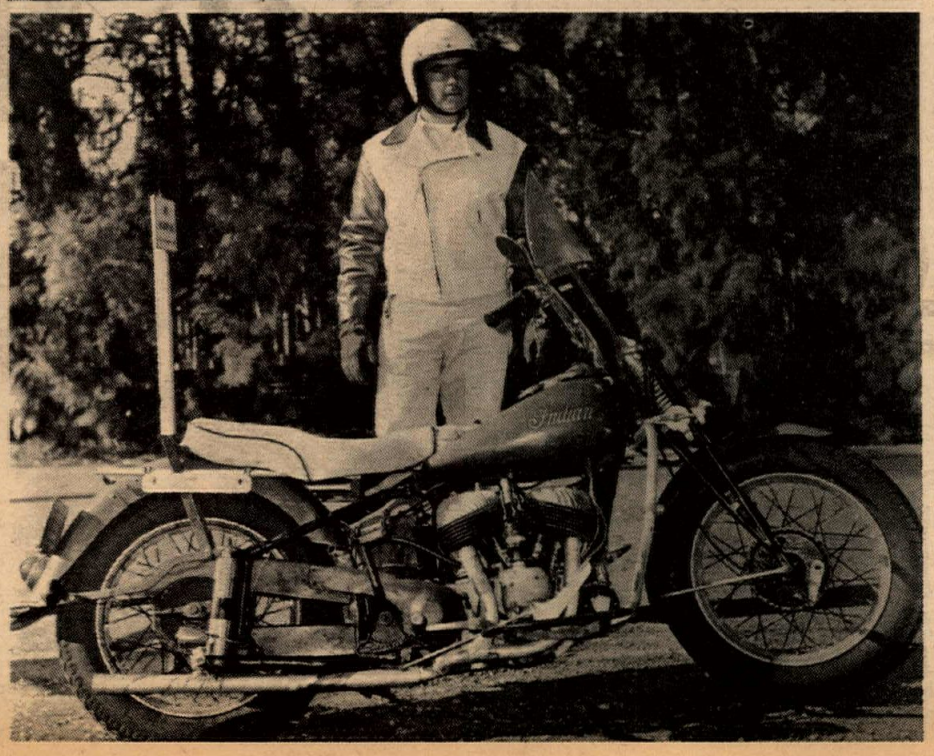


Santa rode to the Oxnard M.C.'s charity run on the back of a Harley 74. Toy donation was part of the entry fee and underprivileged kids had a Christmas present after all.



Above: The plank ride drew intense interest from the spectators. Right: Oxnard Motorcycle Club President Ron Schall presented a truckload of toys and a check for $72.50 to Marine Sergeant Faulkner.





Above: Signup was held in the parking lot of the friendly local Caterpillar dealer. Below: Oldest bike on the run was Bill Edmondson's '32 Indian Scout. Bill won first place poker hand trophy.

The day of the run was one of those rare, beautiful days just after a rain when the smog and haze are gone and the distant mountains stand out in sharp relief. Riding down from the top of the Conejo Pass on the Ventura Freeway, the clear, crisp air gave new dimensions to an old familiar scene, with the coastal plain below stretching out to the sea, and the Channel Islands clearly visible.

The sign-in was just off the Freeway in the parking lot of the Wallace Machinery Co., the friendly local Caterpillar Tractor dealer. The Company made their facilities available to the Run as a public service, and other local businesses also donated, making it possible for the Club to turn over the entire proceeds to the Toys for Tots Drive.

After warming up a bit with coffee and donuts, the riders signed in and had a chance at a trophy right off by guessing the number of bottle caps in a large jar.

The route of the 40-mile run described a large circle. It led north to the foothills, then east to a wide spot in the road called Somis, then south, circling Camarillo and passing the Air Base, finally ending in Oxnard. The ride was a pleasant one, with the riders leisurely cruising through the green countryside, passing by orchards and farms. Farm kids were seen along the way, astonished by the number of cycles flowing by, and thrilled when their waves were returned by the riders. No freeways were traveled, allowing the smaller bikes to enter, and car entries were accepted, insuring a larger crowd. (The car drivers and trail bike riders are the 74 buyers of the future, so it's not a bad idea to encourage them.)

The two check points were marked by large limed circles, where riders dismounted and searched the area for a bag of odd-shaped rivets. Although the bag at the first check point was in plain sight near the base of a stop sign, a large group of riders gathered and spent 20 minutes searching for it, looking up in trees and down in drain pipes before they spotted it. The run was so well marked that even the writer, who can get lost going from the kitchen to the bathroom in his own house, had no trouble following the route.

The finish line was in the parking lot of the Oxnard Eagles' Hall, where riders turned in their ticket stubs and rivets, and were dealt a poker hand for a chance at winning a trophy. There was no machine judging, eliminating a lot of hand-to hand combat. There always seem to be entries in this type of event who will try to get a tropy by hassling if not by actually winning it.

Field events started at 11:30 a.m. with a slalom race around traffic cones, a short drag race and a slow race with the riders balancing a bean bag on their heads, and a plank ride. It wasn't an ordinary plank ride contest. The Oxnard Club must have searched the county to find that plank. It was 15 feet long and had a 2-foot curve in it. It was also bowed, so the ends stuck up off the ground 6 inches. Then they added another 20-foot plank on the end. Everyone had trouble keeping their wheels on the boards — everyone except a smarty named Sandy Whetnall on a Harley 74. That gal really knows how to herd a hog. Not content to show the guys up once, she did it twice. She should stay home once in a while to give the men a better chance at the trophies.

The Oxnard Club really thought up an original event for passengers. The rider rode up to a barrel, the passenger jumped off, wiggled out of a pair of hip-length rubber boots, and leaped on the bike for a fast trip back to the finish line. Fastest time won.

After the trophies had been won, the riders assembled in the Eagles' Hall for the trophy presentation, and by 4:30 p.m. they were on their way home.

The Oxnard Club was able to present a big truckload of toys and a check for $72.50 to the Marine Corps "Toys for Tots" Drive. Since everything was donated, the Club was out only a lot of time and effort, but they gave generously of both.

Put the "toys for Tots" Poker Run on your calendar for next year. You'll aid a worthy cause, help improve motorcycling's image, and best of all, you'll have a lot of fun doing it.

(Results on pages 26-27)

300 ATTEND TOPPERS RUN

Story and Photos by Robert O. Fee

At the end of a satisfying day of fun and games, poker hand winners line up for pitcher-takin'.

Exactly 300 road riding motorcyclists entered the last run of the year sponsored by the Toppers M.C. Sunday, December 10th. Bright sunshine favored the riders from the time they jammed into Sherman Ames' Harley-Davidson shop in Pomona, Calif. to sign in until they pulled out of Fontana's City Park on the way home.

At the start, coffee was continually in short supply as the riders drained each urn as soon as it was set out. Fifteen dozen doughnuts quickly disappeared and were just as quickly followed by another seven dozen.

The 85-mile route was short by most standards, but many riders described it as narrow, crooked, and time consuming. A good many of the riders didn't arrive at the finish until after 3 p.m.

The Toppers started their fun and games about one o'clock with a dart throw, croquet and when the finish closed, a piggy back race and boot race. Even with those activities, time weighed heavily for the early arrivals and one club was observed holding their meeting on the grass. The catering truck previously arranged for by the Toppers failed to show up, so there was quite a lot of traffic between the park and downtown Fontana as the riders sought hot coffee and more solid sustenance.

As soon as the poker hands were tallied, the Toppers silenced the record player that had been playing music all afternoon and called the riders to gather around and get their gold.

Winners of the poker hands were:

Male Solo
1. Len Cashman
2. Warren Northrup
3. Lance Mehus

Passenger
1. Chris McKinney
2. Lynne Wortham
3. Sylvia Mehus

Girl Solo
1. Judy McCombs

(Continued on page 24)

300 cycle riders gathered in Pomona for the Toppers' Dec. 10th ride.

Point of the piggy-back race was for the passenger to carry a cup of water without spilling it. Harold McCombs and Pam Porterfield won.

Last run of the Southern California season, and winners appear pleased with their loot.

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Largest Club--Present:
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Best Appearing Club:
The Married Wheels M.C.
Piggy Back Race:
Harold McCombs carrying Pam Porterfield
Dart Throw:
Al Hayes
Croquet Game:
J.D. McCaslin
Boot Race:
Douglas Bruce
Youngest Passenger:
Desiree McKinney

The Jaspers turned in the best time over the course. The shortest legal time over the route was 2 hours and 14 minutes. The Jaspers took 2 hours and 29 minutes with the Coloramas second and El Tigres third. Leonard Collins was the Jaspers' road captain and took the first place solo time with Irving Ode only six minutes behind him with a time of 2 hours and 35 minutes.

Ronald Stewart, a Whittier motorist, stopped to help Lamar Haywood who had broken down while manning a check point. Stewart brought Haywood to the finish and found himself awarded the courtesy trophy.

The Toppers knew that the Nuggets M.C. planned to ride their run and would probably take the largest club trophy, so they had another for the largest RRC Club. At trophy time, the Nuggets had left and the Jaspers took home that trophy too.

The Toppers will spend their holiday laying out their next run which will kick off road riding activities for 1968 on January 7.

The Highway Kings check in and draw to an inside straight.

JONES NEW RRC PREZ

By Robert O. Fee

J.M. Jones, 1966 RRC Chairman, was elected to chair the Southern California Road Riders Committee for 1968 at the regular meeting December 4th. J.M. is a member of the Lucky Wheels M.C. and has been active in RRC activities since 1959. During those years he has held every office in the organization.

Also elected to 1968 offices were Danny Arrant, a long-time member of the Ace of Clubs, as Vice-Chairman. Sherman Ames, of the Norwalk Centaurs and 1967 Vice-Chairman, was put into the office of Treasurer. Ames was one of the original founders of the RRC and the only one of that group who is still active in the organization. Marilyn Roosa (Coloramas M.C.) won the post of Secretary by acclamation. All the members of the RRC have been thrilled with her prompt distribution of the monthly minutes after a long period of poor performance in that office. Bill Miller from the Knights M.C. will continue as Referee for 1968 as will Howard Borden (Golden State M.C.) in the office of Sergeant at Arms. Toppers M.C. representative, Lamar Haywood will be the new Chart Steward. The new officers will assume their duties following their installation at the Dance, January 27th.

Reverting to normal business, the group heard Ken Jones report on Operation Motorcycle. He surprised everyone with the information that the blood bank was once again in good shape. During 1967, the bank issued 274 pints of blood, hardly any going to motorcyclists.

The Chart Steward reported the following people leading in the RRC Activities

Harold McCombs	2109	Male Solo
Judy McCombs	2035	Female Solo
Chris McCombs	2007	Passenger
Sherman Ames	1657	Sidecar
El Tigres M.C.	70.5%	Club Percentage of Attendance

Old Business

A by-law change to eliminate the 5 points for assisting another club with their run was accepted by the body to be effective January 1st, 1968.

The representative of the Centaurs M.C. raised objections to the Cycle News report (Dec. 7) that the club rode roughshod over the El Tigre's M.C. during the calendar selection at the November Meeting. The Centaurs maintained that they were merely informing the various clubs that the Yuma Prison Run would be scheduled for March 16 and 17 whether or not it was on the calendar and that it was better to have it known in November than in March. The Centaur's representative opined that their club was maligned by Cycle News' reporter and the following letter to the Executive Board authored by RRC Treasurer Lee Harrison of the Committee for Better Motorcycling:

"Dear Sirs:

I would at this time like to express my concern regarding Calendar Night. I was very shocked to see the very last charter member of our organization violate the very thing that we are supposed to stand for. The clubs that picked their dates first, earned that right. They should not have had to suffer the embarrassment that was shown them. It showed very little taste on the part of the representative from the Centaurs to display such little regard for our constitution and by-laws.

"I feel this is sufficient reason for the protest. I would like an Executive Board Hearing on this matter, as to the attitude of this club. (Signed) Lee Harrison, Treasurer."

The E-Board discussed the letter and concluded that as the Centaurs had not claimed a date on the calendar until after everyone else, no rules were broken. The E-Board offered no comment on the propriety of the Centaur's action.

Relative to the charges brought by the Too Tired M.C., Chairman Bob Adsit read the following decision:

"Members:

At the November Executive Board meeting the charged clubs were present to answer. (Art. X, By-laws; Art. I, Sec. G, Para. 1; Violation of the Printed Rules). During the rather lengthy and, at times, very vocal hearing I was informed that if I persisted in enforcing said by-law that it would be tantamount to breaking up RRC in that two of the clubs would protest to AMA (which is their privilege) and one of them would withdraw from RRC. They also stated that they could get along without us; however, we couldn't afford to lose clubs that had worked for RRC for as many years as they have. I'll admit that if the clubs that made this statement were to withdraw from RRC they would be missed not only for the work that they have done in the past but also for the work that they could do in the future. However, I do not believe that the world would come to an end if they did.

If these particular clubs are working so hard for the betterment of the RRC then they should see that the Constitution and by-laws were enforced and those parts that are disagreeable changed.

I feel that if we have to bow to the demands and whims of any club, so that they can do as they please and only obey those parts of our Constitution and by-laws that they see fit, no matter who they are, how long they have been in this organization, or how hard they have worked, then we may as well disband at this time or become a police state type organization.

I realize that I will be condemned by some for my finding on this, however I was elected to this office to perform its duties to the best of my ability, which I have tried to do. However if I submit to coercion or as may be said "blackmail" in the form of protesting to AMA or withdrawing from this organization, then I feel that I have not fulfilled the duties of my office nor had the courage to back my convictions.

I find that the five clubs; the Norwalk Centaurs, Lucky Wheels, Silver Eagles, Toppers, and the Motor Maids are guilty as charged by the evidence presented and by their own admissions. By statements of these clubs, with the exception of the Motor Maids, they are going to continue to commit this same offense as they see fit regardless of our Constitution and by-laws. Is this the action of a club interested in the betterment of RRC? Each of these clubs shall be penalized six calendar points. Respectfully, (Signed) Robert Adsit, Chairman."

The Motor Maids corrected the statement applying to them, stating that they would continue to use the release in question. The printed rules deleted the clause "any property owner or owners" as too general, laying the signer wide open to the possibility of trouble or a needless law suit in case of accident and directed the promoting club to specify those needing and requiring a release as a condition for the promoting club to use their property as a site for a rally.

The body voted to accept the E-Board's recommendations on a long list of Constitution and by-law changes held over from the November meeting. The following sections should be lined out of the RRC Constitution and by-laws as they have been deleted:

CONSTITUTION: Section IV, B
BY-LAWS: Sec. II: B.M; Sec. III, A, B, C, D; Sec. IV; A-8, C-4; E-2, E-3, E-5, F-6, H-2, I-2, I-4c, J-7; Sec. VII; C; Sec. IX; A-3, D, G; Sec. IV, J-5 and J-6; Change "Board of Directors" to read "Executive Board."

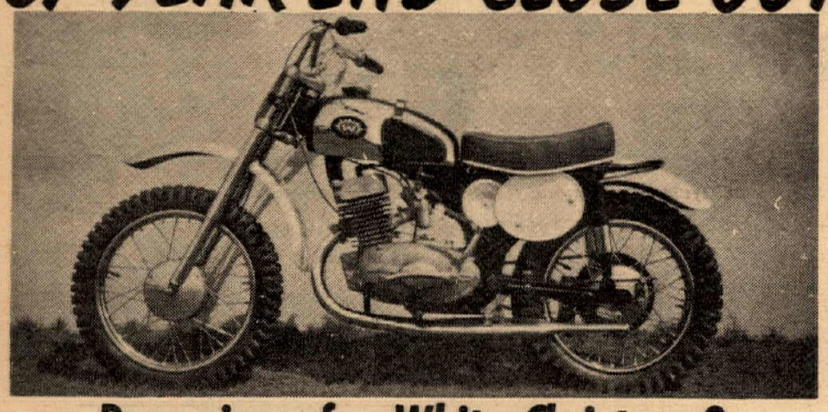
New Business

The Centaurs congratulated and praised the Pacific Coasters M.C. on their Indio Run. The 'Coasters explained that the long wait before the dancing began was due to the band now showing up on time.

The California Eagles resigned from the RRC citing low club membership and a disappointment in the activity and cooperation of RRC representatives in their organization.

A motion by Ames of the Centaurs would remove the entry from presently incorporated in the Supplementary rules. The discussion and vote will occur at the January 8 meeting to be held at 310 E. Philadelphia St. in Ontario, Calif.

'67 YEAR END CLOSE OUT



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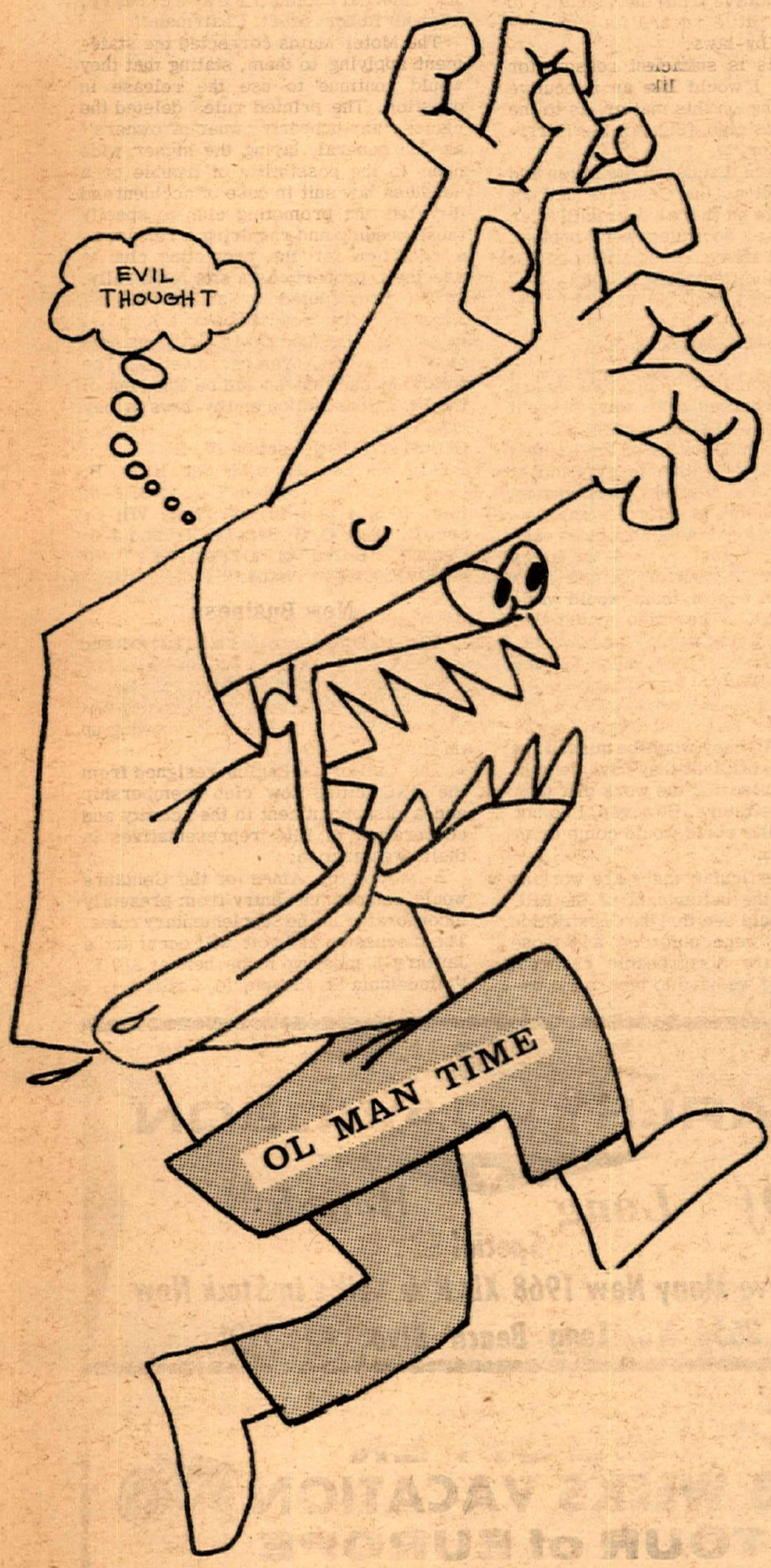

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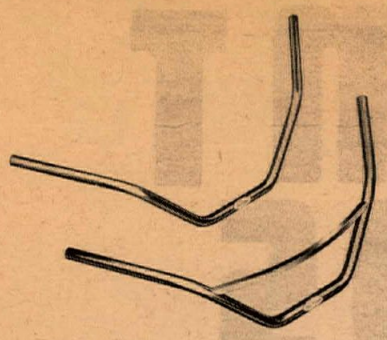

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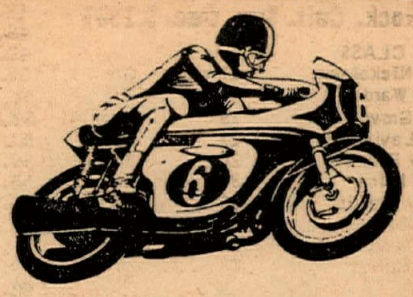
Honda of Torrance
Hockies Motorcycles
TUJUNGA
Crescenta Valley Sportcycle
TUSTIN
Tustin Honda
VAN NUYS
Honda of Van Nuys
Van Nuys Cycle
VENTURA
Galen & Brookins
WEST LOS ANGELES
Hapco Motors
WESTMINSTER
Herb Friedlander Imports
WHITTIER
Norm Best Motors
WOODLAND HILLS
Kolbe Cycle Sales

RESULTS

All results unofficial unless otherwise noted.



COACHELLA VALLEY M.C. SCRAMBLES
Perris, Calif.
Dec. 17, 1967

By Maureen Lee

50cc AM-EX. MOTO
1. Steve Nichols Hon
2. Tony Mason Yam
3. Kirk McDowell Hon
4. Gary Caldwell Hon
5. Hank Scott Hon

POWDER PUFF MOTO
1. Kelly Struble Hod
2. Eulene Long Hon
3. Sharon Wolf Bul
4. Sandy Lambert Hod
5. Elaine Olds Hod

100cc AMATEUR MOTO
1. Tom Warren Bul
2. Marty Endless Hon
3. Steve Italiano Hon
4. Larry Hammond Hon

100cc EXPERT MOTO
1. Fred Edwards Yam
2. Steve Nichols Hon
3. Kurt Lewis Hon
4. Jim Connolly Hod
5. Hayward Mendenhall Yam

100cc NOVICE MAIN
1. Richard Sweaney Kaw
2. Mark Kriese Bul
3. Mike Payse Bul
4. Bob Saunders M-B
5. Karl Wilson Hod

125-175cc AMATEUR MOTO
1. Mary Endless Hon
2. Steve Bast Bul
3. Willie Hockie Jr. Oss
4. Claude Long Bul
5. Ron Taylor Yam

200cc AM-EX. MOTO
1. Fred Edwards Bul
2. Bad Stankey Bul
3. Jim Doron Bul
4. Rusty Burkert Bul
5. Mike Bast Bul

250cc AMATEUR MAIN
Eric Olsen Bul
Ted Longwith Gre
Terry Donaher Bul
Robert Williams Jr. Gre
Tom Warren Bul

250cc NOVICE
1. Frank Spangler Bul
2. Jim O'Neal Bul
3. Mike Carver Bul
4. John Garrish Bul
5. James Townsend Bul

250cc EXPERT MOTO
1. Bill Cody Bul
2. John Rice Hon
3. Jim Connolly Gre
4. Gary Bailey Gre
5. Larry Taylor Bul
6. Ray McCarty Hus

350cc NOVICE MOTO
1. Richard Margin Duc
2. Harold Holladay BSA
3. Ted Longwith Duc
4. Jerome Wahl Hon
5. Ed Young Hon

350cc AM-EX. MOTO
1. Ray Jarrett Hon
2. Jim Goldsmith Duc
3. Don Teeters Hon
4. Marshall Jennings Hon

500cc EXPERT MOTO
1. Chuck Minert BSA
2. Tony Dennis BSA
3. Jim Hunter BSA
4. John Rice Hon
5. Bruce Jackson BSA

500cc AMATEUR MOTO
1. Dave Lenar BSA
2. Dwight Harlow BSA
3. Gary Geyer BSA
4. R. Carpenter BSA
5. John R. Smith BSA

500cc NOVICE MOTO
1. Jack Britton BSA
2. Jerry Thompson Tri
3. Brian Short Tri
4. Jim Oliver Tri
5. Jim Harnisch BSA

650cc OPEN NOVICE MOTO
1. Jim Myers Tri
2. Larry Mitchell Tri
3. Dick Allen Tri
4. Larry Blum Tri
5. Larry Garban Tri

650cc OPEN AM. MOTO
1. Bill Noble BSA
2. Jim Foxe Tri
3. Linn Kastan Tri
4. Bob Mortensen Tri
5. Ron Bode Tri

650cc OPEN EXPERT MOTO
1. Bill Manley Tri
2. Terry Dorsch Tri
3. Ben Fakkeldy Tri
4. Mike Posey BSA
5. Don Ogilvie Vel

NEXT WEEK and the week after: No CYCLE NEWS! (We'll be on VACATION.)

MARYSVILLE WINTER SCRAMBLES
Marysville, Cal.
Sun., Dec. 10, 1967

100cc NOVICE
1. Gary Culver
2. Tom Legg
3. Clifford Nuchols
4. John Hargis

100cc AM/EXP.
1. Joe Henry
2. Mike Ellis
3. Paul Minor

200cc NOV/AM/EX.
1. Dick Turner
2. Mike Rockwell
3. Walton Walker
4. Wayne Wells

250cc NOV/AM/EX.
1. Carl Leihr
2. Phil Harris

500cc NOV/AM/EX.
1. Tom Murphy
2. Glen A. Pair

OPEN CLASS
1. Stan Stanton
2. Phillip Heyrend
3. Wayne Chase

TT SCRAMBLES
Tucson, Ariz.
Sun., Dec. 10, 1967

By Herb Morris

COMBINED 0-125cc
Larry Davidson Hon
Wayne Bravscom Hod
David Tenpenny Yam

250cc NOV.-AM.
David Lavver Suz
Mike Hotchkiss Bul
Dean Penn Hon

250cc EXPERT
Dick Mills Bul
Ron Garry H-D
Fred Villopoto

OPEN AMATEUR
Bill McReynolds Tri
Jess Saar Tri
Rick Sipes Tri

OPEN EXPERT
Jeff Sperry H-D
Don Carbiener Tri
James Smith BSA

SMALL BIKE SWEEPSTAKES
1. David Lauver Suz

BIG BIKE SWEEPSTAKES
1. Ron Gary H-D

TOYS FOR TOTS POKER RUN
Sun., Dec. 10, 1967

By George Hays

POKER HANDS
1. Bill Edmondson
2. L.E. Stuart
3. Tom Wilson

POKER HANDS (Passengers)
1. Becky Sauerwein
2. Ruth Kenecutt
3. Dona Haywood

FIELD EVENTS
1000cc AND OVER
1. Don Slaton
2. Sandy Whetnall

900cc AND UNDER
1. Russel Wassell
2. Roger Smith

250cc AND UNDER
1. Monte Smith
2. Steve Taylor

PASSENGERS
1. Randy Smith
2. Debbie Clark

CAR ENTRIES
1. Sam Anger
2. Sue Wieser

SWEEPSTAKES
Russell Wassell

SPECIAL TROPHIES
Alice McKernon
Barbara Peters

OXNARD HONDA TROPHY
Jim Holmes

DRAWINGS
Gloves: Caroline Dame
$5 Gift Cert: Glenn Smith
Pizza Dinners: Sue Wilson

LIONS DRAGS 12-17-67

STOCK STREET:			
A — Willhite	H-D	14.35	94.33
B — D. Hartonhoff	Tri	13.32	98.79
C — A. Annis	BSA	15.86	112.64
D — Bently	Yam	14.41	90.72
TOP & E — Spivack	Suz	14.49	89.73
MOD. STREET:			
D — J. Murphy	Suz	12.79	103.56
E — P. Nicosia	Suz	12.91	106.47
F — Zeman & Lynn	Suz	17.84	69.49
GAS:			
D — Aylett	Hon	17.46	72.58
F — Spivack & Miller	Spe	18.75	65.37
FUEL:			
Dave Campos	H-D	10.06	144.96
John Bassar	H-D	10.90	138.67
A — American Speed Cycle	Vin	11.11	128.00
B — Bob Borgan	Tri	12,00	115.00

FRESNO INDOOR RACE
Fresno, Calif.
Sun., Dec. 17, 1967

250cc 15-LAP FINAL
1. Eddie Mulder Mon
2. Ken Weakley Suz
3. Butch Corder Tri
4. Ray Huff Bul
5. Ron Kruseman Tri
6. Bill Jamison Suz
7. Wayne Schmidt Jaw
8. John Kanamoto Bul
9. Paul Bostrom Hon
10. Mike Yarn Bul

125cc 12-LAP FINAL
1. Cliff Aksland Hod
2. Mike Yam Yam
3. Ron Pierce Yam
4. Joe Brown Yam
5. Geezer Emick Yam
6. Bill Jamison Suz
7. Tom Rockwood H-D
8. Butch Turner Kaw
9. Chuck Di Cicco M.B.
10. Harold Raggio Kaw

TROPHY DASH WINNERS
125cc
Cliff Aksland Hod
250cc
Bill Jamison Suz

More Results

SCTA ENGLISH TRIALS
Little Rock, Cali. Sun. Dec. 3,1967

MASTER CLASS

1.	Bob Nickelsen	17 pts.	Gre
2.	Jack Ward	18	Tri
3.	Bob Grove	19	Gre
4.	Joe Lavigne	22	Dot
5.	Dave Evans	26	Bul
6.	Jack Milne	31	Mat
7.	Harry Brattin	39	Tri
7.	Don Morgan	39	Mat
8.	Jim Cameron	60	Mon
9.	Dick Murray	64	BSA

EXPERT CLASS

1.	David Smith	19	Bul
2.	John Walters	21	Hon
3.	Lee Rombeau	23	Hod
4.	James Smith	33	Tri
5.	George Steward	35	Tri
6.	Bob Brookhart	38	Hod

AMATEUR WOMEN CLASS

1.	Carrol Stone	20	Gre
2.	Nancy Walters	27	Hod
3.	Rickie Fry	56	Tri
4.	Sondra Hutchinson	59	Hod
5.	Joyce Hogan	68	Hod

AMATEUR HVYWT. CLASS

1.	John Schindler	16	Mat
2.	Roger Sides	51	Tri
3.	William E. Haynes	76	Tri

AMATEUR ULTRA LIGHTWT CLASS

1.	Geoff Hammond	18	Hon
2.	Jacqualine Mobley	21	Bul
3.	Don Clement	21	Hod
4.	Dexter Kinnaird	25	Hod
5.	Allan Dole	30	Bul
6.	Ted Dore	32	Hod
7.	Gary L. Barton	34	Hod
8.	Rod Cochram	39	Hon
8.	Pete Cochram	39	Hon
9.	John Andro	43	Hon
10.	Lee Roy Black	47	Yam
10.	Virgil Carey	47	Hod
11.	James C. Smith	50	Hon
12.	Charles Stump	53	Hon
13.	Ray Sebe	54	Hon

AMATEUR LIGHTWT.

1.	Wamer Mobley	1	Bul
2.	Ron Roach	6	Tri
3.	John Penner	9	Gre
3.	Tom McGreachin	9	Bul
5.	Roy Sheridan	10	Tri
5.	Bruce Dunford	10	Gre
7.	Vince Martinelli	11	Gre
8.	Enzo Martinelli	16	Gre
8.	Gerald Springer	16	Bul
10.	Roger Drake	18	Mon
11.	John Wilson	21	Bul
12.	Lloyd Davis	22	Tri
13.	Dan Strategier	26	Yam
14.	John Schulz	27	Spr
15.	Greg Wood	28	Gre
16.	Russ Wassell	32	Yam
17.	M. F. Priebe	35	Tri
18.	Douglas Evans	36	Bul
19.	Paul Thomsen	37	Hon
19.	Francis Steward	37	Bul
20.	Robert Fry	39	Gre
21.	George Hutchinson	40	Tri
22.	Jim Pellegrino	45	Bul
23.	Frank Paravato	50	Bul
24.	Ken Rowe	52	Bul
24.	Frank Gerwat	52	Har
25.	Kemie Armstrong	53	Tri
26.	Ralph Newman	58	Tri
26.	Allen Brown	58	BSA
27.	Peter Fergusson	62	Bul
28.	Eli Rubinstein	67	Bul

FOOTHILL HAWKS JACKASS ENDURO
Sun., Nov. 5, 1967

(Official Results)

1.*	B. Smith	998 Pts.	A Hwt	Tri
2.*	B. Ashline	996	A Lwt	Bul
3.*	B. Fullmer	996	A Hwt	Tri
4.*	L. Taylor	995	B Hwt	Tri
5.*	B. Steffan, Sr.	995	A Hwt	Tri
6.*	J. Milne	995	B Hwt	Mat
7.*	B. Messer	995	A Lwt	Bul
8.*	J. Goldberg	995	A Hwt	Tri
9.*	P.O. Smith	995	B Hwt	Tri
10.*	Al MacDonald	994	A Hwt	Tri
11.*	Al Weiman	993	B Hwt	Tri
12.*	C. Crivelli	993	B Hwt	Tri
13.*	B. Steffan, Jr.	993	A Lwt	Gre
14.	B. Kelly	993	A Hwt	Hon
15.*	J. Lauffer	993	B Lwt	Bul
16.*	Bill Redwood	993	B Lwt	Gre
17.*	T. Muto	993	B Lwt	Gre
18.	B. Greene	993	A Hwt	Mat
19.	C. Brown	993	A Hwt	Tri
20.*	G. Burcham	993	B Hwt	Tri
21.*	Bill Hair	992	A Hwt	Bul
22.	John Thomas	992	A Hwt	Tri
23.*	R. Eaton	992	B Hwt	Mat
24.*	G. Swanson	992	B Hwt	BSA
25.	D. Holeman	991	A Hwt	Mai
26.	D. Smith	991	A Lwt	Gre
27.	G. Williams	991	B Hwt	Tri
28.	Ed Musselman	991	B Hwt	Tri
29.	K. Lewis	991	B Hwt	Duc
30.	P. Bogardus	991	A Hwt	Tri
31.	J. Ayers	991	A Lwt	Hus
32.	C. Iiles	990	A Hwt	BSA
33.	J. Alsu	990	B Lwt	Gre
34.	E. Wilson	990	A Hwt	Tri
35.	M. Patrick	990	A Hwt	Nor
36.	P. Bowers	990	A Lwt	CZ
37.	J. Lund	990	A Hwt	Tri
38.	T. Maxwell	990	A Hwt	Nor
39.	D. Malone	989	A Lwt	Duc
40.	M. Butner	989	B Hwt	BSA
41.	D. Hensley	989	A Hwt	Nor
42.	E. Lindquist	989	A Hwt	Tri
43.	L. Freeman	989	B Hwt	Tri
44.	P. Eichman	989	A Lwt	Bul
45.	P. McKibben	989	A Lwt	Bul
46.	T. Center	988	B Hwt	Tri
47.	S. Hetrick	988	A Lwt	Gre
48.	E. Moberg	988	A Hwt	Tri
49.	H. Wilson	988	B Hwt	Tri
50.	G. McKinney	987	B Hwt	Hon
51.	B. Howseman	987	A Hwt	Nor
52.*	L. McGraw	987	B Lwt	Bul
53.	R. Conway	986	B Hwt	Hon
54.	G. Casper	986	B Hwt	Tri
55.	D. Lehman	986	B Hwt	Hon
56.	E.H. Freeland	986	A Hwt	Tri
57.	W. Aragon	985	A Hwt	Mat
58.	R. Young	985	A Lwt	Hon
59.*	G. Wilburt	985	B Lwt	Gre
60.	G. Nichols	984	A Hwt	Tri
61.	L. Cox	984	A Hwt	Tri
62.	Moe Griffin	983	A Lwt	Gre
63.	Ed Taylor	982	A Hwt	Mat
64.	D. Dean	982	A Hwt	Tri
65.	B. Campbell	981	B Hwt	Tri
66.*	Ken Page	981	B Lwt	Gre
67.	W. Morales	981	A Hwt	Tri
68.	Ken Kane	981	B Hwt	Ind
69.	D. Adams	981	A Hwt	BSA
70.	R.A. Welsh	980	A Hwt	BSA
71.	D. Fortner	980	A Hwt	BSA
72.	W. Hockie	979	A Lwt	Gre
73.	D. Ahlefeld	979	A Hwt	Tri
74.	Ed Farrell	977	A Hwt	Tri
75.	W. Casperson	977	A Hwt	Ric
76.	M. Kane	977	B Hwt	Tri
77.	W. Albright	977	A Hwt	BSA
78.	J. Gregory	976	B Lwt	Duc
79.	J. Correz	975	B Hwt	Tri
80.	G. Hurst	974	A Hwt	Tri
81.	M. Parry	974	B Lwt	Gre
82.	J. Hein	974	A Hwt	Tri
83.	P. Bills	974	A Hwt	Tri
84.	R. Ely	974	A Hwt	Tri
85.	J. Norman	974	B Lwt	Gre
86.	R. Caliva	974	B Hwt	Tri
87.	T. Vernon	973	B Hwt	Tri
88.	B. Glidden	973	B Hwt	Mai
89.	L. Wyatt	973	B Lwt	Gre
90.	W. Ellett	972	A Hwt	Hon
91.	B. Iverson	972	A Hwt	Duc
92.	L. Larson	972	A Hwt	Tri
93.	C. Bisbano	972	A Hwt	Tri
94.*	F. Heacox	972	A Trail	Hod
95.	D.A. Wagner	971	B Hwt	Tri
96.	E. Roeseler	970	A Lwt	Hus
97.*	K. Bowman	969	A Trail	Hod
98.	K. Cox	965	B Lwt	BSA
99.	B. Kerr	964	B Hwt	Tri
100.	J. Searles	964	B Lwt	Gre
101.*	B. Nickelsen	961	A Trail	Hod
102.	L. Kirsch	957	B Hwt	Mai
103.	P. Holcomb	955	B Hwt	BSA
104.	H. Conway	955	B Hwt	BSA
105.	S. Bowman	954	B Hwt	Mai
106.	B. Bradford	954	B Hwt	Tri
107.	R. Moll	954	B Hwt	Mat
108.	M. Hinshaw	953	A Lwt	Gre
109.	B. Cope	951	A Lwt	Gre
110.	G. Hewitt	948	B Lwt	Gre
111.	M. Le Blanc	942	B Lwt	Bul
112.	J. Dickson	941	B Lwt	Gre
113.	C. Temple	941	B Lwt	Bul
114.	F. Gomen	938	B Lwt	Bul
115.	D. Sprague	937	B Hwt	Tri
116.	V. Standiford	928	A Hwt	Duc
117.	R. Starrett	925	B Lwt	Bul
118.	D. Evens	925	B Lwt	Bul
119.	M. Adams	924	A Trail	Hod
120.	R. Jansen	911	B Lwt	Gre
121.	W. Rantz	910	B Lwt	Hon
122.	T. Newbon	908	B Hwt	Tri
123.	B. Greene	906	B Hwt	Tri
124.	C. Curnutt, Jr.	901	A Lwt	Hus
125.	C. Curnutt, Sr.	900	A Hwt	Tri
126.**	A. Schultz	888	B Hwt	Hon
127.	L. Dunn	881	B Lwt	Bul
128.	Thornburgh	878	A Hwt	Tri
129.	T. Leatherwood	873	B Lwt	Hon
130.	B. Watkins	865	B Lwt	Gre
131.	J. Sanchez	850	B Hwt	Mat
132.	T. Green	807	B Lwt	Suz
133.	J. Brunton	807	B Hwt	BSA
134.	B. Forbes	806	A Lwt	Gre
135.	A. Boyle	788	B Lwt	Bul
136.	G. Smith	785	A Hwt	Tri
137.	J. Hull	760	B Lwt	Gre
138.	B. Russo	757	B Hwt	Tri
139.	B. Robertson	751	B Hwt	Tri
140.	T. Johnson	732	B Lwt	Gre
141.	J. Johnson	731	B Hwt	Tri
142.	G. McCormick	708	B Lwt	Mon

"B" TRAIL BIKE

1.*	N. Fisher	975	Hod
2.*	L. Roeseler	971	Sac
3.*	W. Crampton	970	Hon
4.*	R. Kartz	969	Yam
5.*	B. Gomen	966	Bul
6.	B. Littlefield	953	Yam
7.	R. Ashby	948	Hod
8.	L. Irons	940	Hon
9.	J. Hall	936	Hon
10.	M. Matzenbaches	933	Hod
11.**	B. Thure	923	Bul
12.	G. Henshaw	918	Yam
13.	B. Briley	915	Hod
14.	D. Russell	860	Hod
15.	J. Cathcrat	854	Yam
16.	G. Brown	827	Yam
17.	B. Belden	826	Yam
18.	A. Page	826	Hod

* Denotes Trophy Winners
** Denotes First Out-of-state

"A" TEAM TROPHY
Bob Steffan
Bob Ashline
Gordon Casper

"B" TEAM TROPHY
D.A. Wagner
Peter Smith
Gene Burcham

Trophies to be mailed.

WANT ADS

HUSQVARNA 250cc, like new, must sell $750. 442-3212 El Monte, Calif.

1963 DESERT 650cc Triumph, $695.00. Evenings (213) 358-8427, new top end.

TRADE or ? 1964 Royal Enfield 750cc, chrome frame & metal flake, big cams, valves, alloy pushrods, S&W springs, very fast, has been in my garage for over a year, not ridden. Trade for desert or moto cross 250cc or bigger, must be in top cond. (213) 338-0932.

WE NEED USED MOTORCYCLES
TOP PRICES PAID
CASH OR TRADE
LONG BEACH HONDA
GA. 3-1433

1964 GREEVES square barrel. New top and bottom ends $385. EM 1-7728 (213).

BULTACO METISSE 1966. Very good shape. Compression release $500.00. (415) 233-9485 Richmond, Calif.

FOR SALE Triumph 500 desert ready $475.00. Phone: days TR 7-0464, night 761-7562. (2/3)

A TOO-MUCH 25th — Norm Reeves

– 1967 MONTESA LA CROSS –

250cc scrambler, 8 months old, compression release, Filtron air cleaner, extra sprockets, immaculate condition, $550.00. (213) 766-7565 eves. North Hollywood, Calif.

YAMAHA 80, set up for T.T. Complete Gyt kit, new tires, handlebars, shocks, 1/4 throttle, all new crank, piston, etc., extra parts, $250. 539-3159. (7/4)

1965 BULTACO SHERPA, 200cc, T.T. competition ready! Just rebuilt, alloy rims, K70 tires, T.S.S. tuned exhaust, $375 or trade ? Call (213) 679-7206 Larry Porter.

BSA VICTOR

1966 meticulous care, must sell call (714) 633-2883 or (213) 384-4620.

A FRANTIC FIRST — Norm Reeves

GREEVES 250cc T.T. SCRAMBLERS IN STOCK. SAVE $150 if you buy now! Nicholson Motors, 11629 Van Owen, North Hollywood, Calif. (213) 764-8674.

TRADE: 1966 Sherpa S Bultaco eng. w/ x chamber for Ossa eng. or cash. (602) 966-6643 eve. (Ariz.)

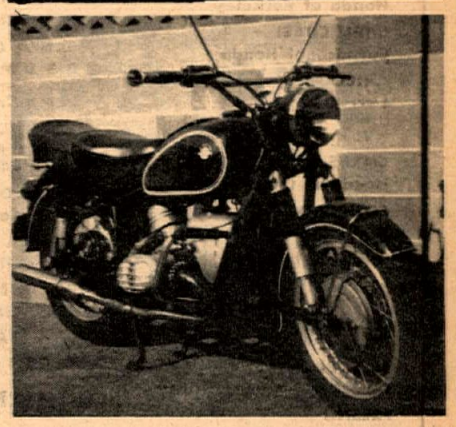
SCTA MASTER TRIALS POINT STANDINGS AND 1968 NUMBERS

1.	Jim Wilson	5550 pts.
2.	Bob Grove	3169
3.	Jack Ward	2734
4.	Bob Nickelsen	1821
5.	Joe Lavicne	1500
6.	Stu Marshall	1225
7.	Dick Murray	1202
8.	Dave Evans	1042
9.	Ralph Moore	730
10.	Bob Lersch	682
11.	Harry Brattin	657
12.	Dick Eaton	613
13.	Jack Milne	338
14.	Jack Kavanaugh	321
15.	Sig Erson	191
16.	Don Morgan	71
17.	Jim Cameron	53

1967 MUSTANG 2plus2 390" engine, air, all power, disk, delux enterior, chrome wheels, Pirelli tires & still on warrantee what do you have to trade? 635-4296. 2/3

A COOL YULE — Norm Reeves

1953 ARIEL Sq. 4 Mk. I 1,000cc. 1,600 miles since completely rebuilt, interested parties only, owner leaving country, $800.00 firm. Call between 5 and 7 p.m. (213) 463-0589.



BMW R-60 $795. 5,000 miles on new engine, marriage bound. 521-4117 (7/4).

CHRISTMAS SPECIALS

1967 Bridgestone 175cc, 250 miles, $350.00. 1966 Testi 90cc Production Racer, 200 miles $225.00. 2 50cc Tohatsu's. Trail model, needs work $50.00. Street CA2 choice $95.00. West Coast stock of Zanella parts. BAY M/C RENTAL AND SERVICE 18361 Beach Blvd., Huntington Bch., Calif. 714-842-3813.

RACERS: We make repairs on Fiberglass Tanks, Fairings, etc. ROAD RIDERS: For name of nearest dealer and information on our Ranger Fairings, Panniers, and Saddlebags - write or call: WIXOM BROS. CO., 1955-57 Temple Ave., Long Beach, Calif. 90804. Phone (213) 433-7409.

WANTED Triumph 500cc unit engine, for desert use. (714) 962-6151.

1967 DUCATI Scrambler 250cc, good sahpe $450.00 cash, desert ready. Ph: (213) 899-4721.

(Contined on page 39)

ATTENTION
CLUBS – CORRESPONDENTS

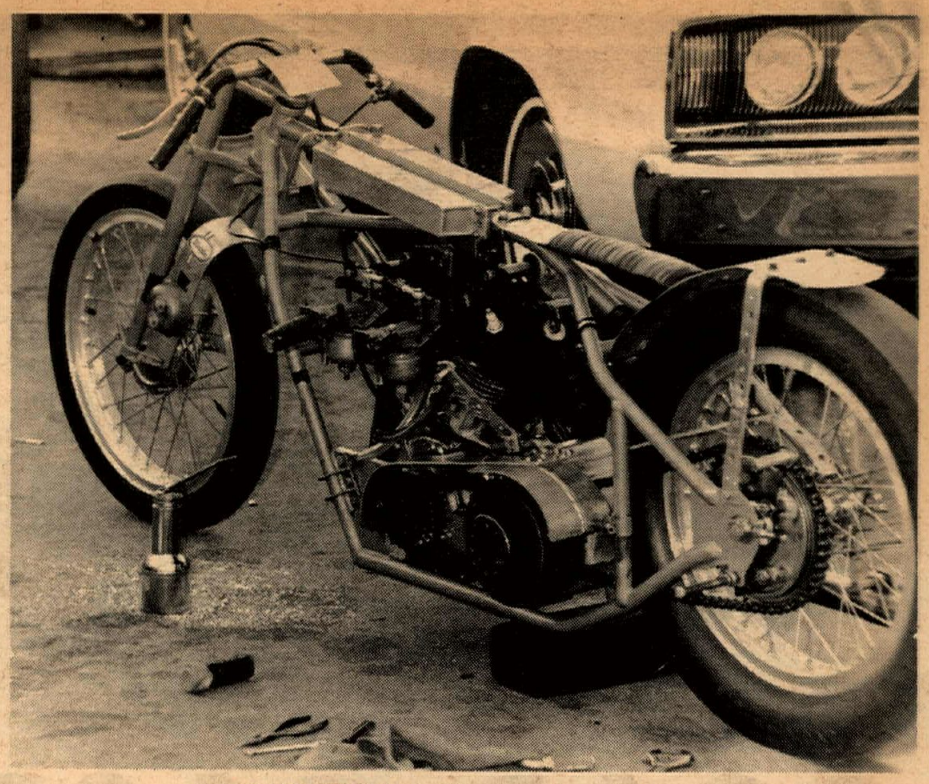
When copying results to send to Cycle News please include names, brands and riding numbers of at least the first three winners in each class. Space is sometimes limited and complete results will get first preference for publication. Deadline for Cycle News to receive results is Tuesday a.m. of the week of issue. Results received later than Tuesday will be held over until the following week. Thanks for your attention.

DRAG RACING

By Bob Ebeling

Rather than fight, Tony Dodge switched from superbike to Richards dragster.

Photos by Bob Ebeling



Joe Smith's 80" Laidlaw Harley-Davidson drag fueler.

DEAR SANTA:

I am writing you this to ask help for drag racers. You know how it is; some can't write, others are too timid to ask for what they want and there are the longer lists of the greedy.

We haven't seen you run the quarter mile in your 8 deer-powered sleigh, but we realize it must be pretty quick considering the distance you travel in one Christmas eve. It must handle pretty well, also since you have to outmaneuver anti-Santa missiles and sharp shooters' rifle bullets. I must also confess that your somewhat ancient dragster has caused a lot of controversy in regards to its speed modifications; after all, how do you port and stroke a deer?

But I know you have many letters to read, so I'll get on to the requests for loot. Excuse me, I mean Christmas presents!

Don Harris wants a get out of jail free card. Nira Johnson would like a lot of decals for his truck, Joe Smith politely requests a two-out-of-three match race with your sleigh, Bob Braverman wants a quicker elapsed time, Don McEvoy desires one hundred perfect runs for every 90 tries.

No sir, I'm not through yet, but I thought it should be mentioned that I really had to prod a few of the reluctant drag racers and guess for some.

Old Man Murphy would appreciate ten years off his age; Art Huston is one of the most unselfish, he would appreciate it if Joy Eveleth had a million dollars. She is also of the same type, for she wishes only that Art would have a million and leave hers alone. Bruce Miller asks for a chemistry set, with instructions on fuel mixtures, Rich Richards only requests an available son when there is racing to be done and Gary Richards would like 10 days in a week, four for school, four for homework, one for Army Reserves and the tenth for racing. Ed Thomas the Lions pit director, wants all drag racers to try out desert enduros.

Bob Sirkegian wants more customers at his shop in Baldwin Park and Dick Strickland puts in a request for more inches in his BSA.

Jim Cook could use a pair of Triumph engines. Clem Johnson requests a book of Hoyle on how to run a cycle pit. Harry Couch wants two more cycles. Both of the Rowles brothers would like 650cc Suzuki's. Prentice Perry and Scotty want their ship to come in.

That's most of the racers with requests that vary from the usual, and all I can find for others is a request for more drag meets and quicker E.T.'s.

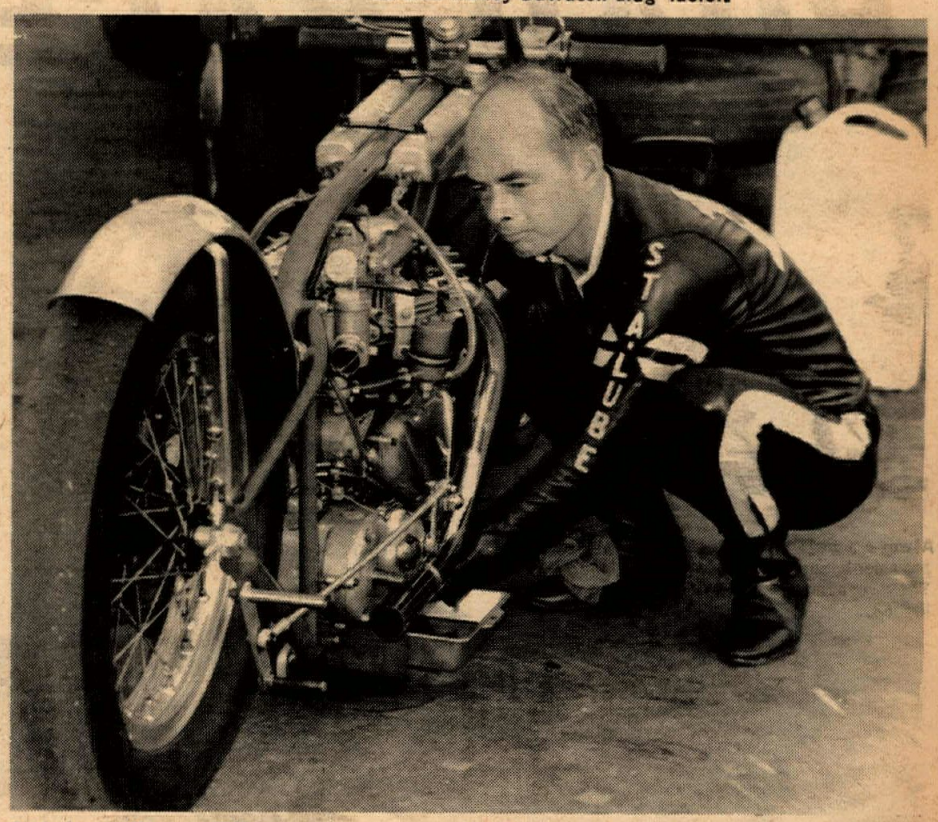
Thank you Santa, I hope we will meet at a drag strip in 1968.

Lions Racing

Two Harley-Davidson's direct from Albuquerque, New Mexico, gave elapsed times spirited by Nitro fuel mixes into the ten second bracket. Dave Campos turned in a best of 10.06 – 144.96. His comrade in Dytch Barrels, John Basser, turned 10.90 – 138.67. Both Dave and John loaded up at the day's end, pointed their tow car home and left the scene with words still suspended in the air, "We shall return".

An otherwise good day was marred by an accident, induced through lack of thought or carelessness. One Honda 450 and a 250cc Harley Sprint left the starting line together, but as is usually the case, the 450 reached the lights first. The Honda rider made an abrupt turn into the Sprint's lane, without a backward glance. The Sprint rider was on a sure collision course and in a last ditch effort the binders were locked up. The Sprint went down with rider and both sustained injury. The rider suffers a broken arm, ribs, and multiple skin abrasions.

I and the Lions management, implore riders to always – always!, look back before turning out of your lane.



Bob Ebeling trying to hold the lower end together.

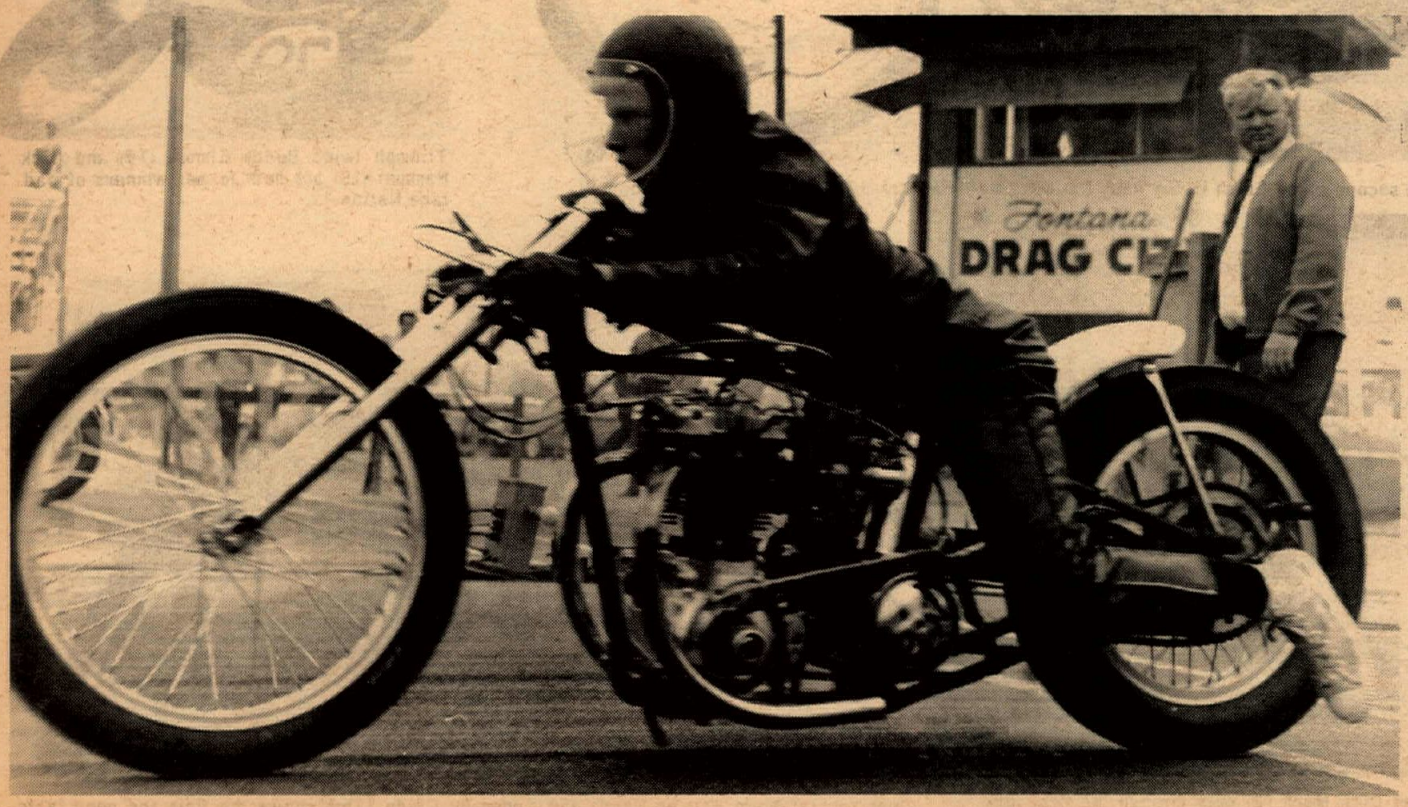
Quickest Street Bike

"Old Man" Murphy turned the best elapsed time over all street bikes this Sunday, on his 260cc Suzuki. Murphy clocked the quarter mile in 12.79 seconds. Fastest in the MPH category was Nicosia's 250cc Suzuki. This little two stroke topped the distance at 106.47 mph.

Merry Christmas

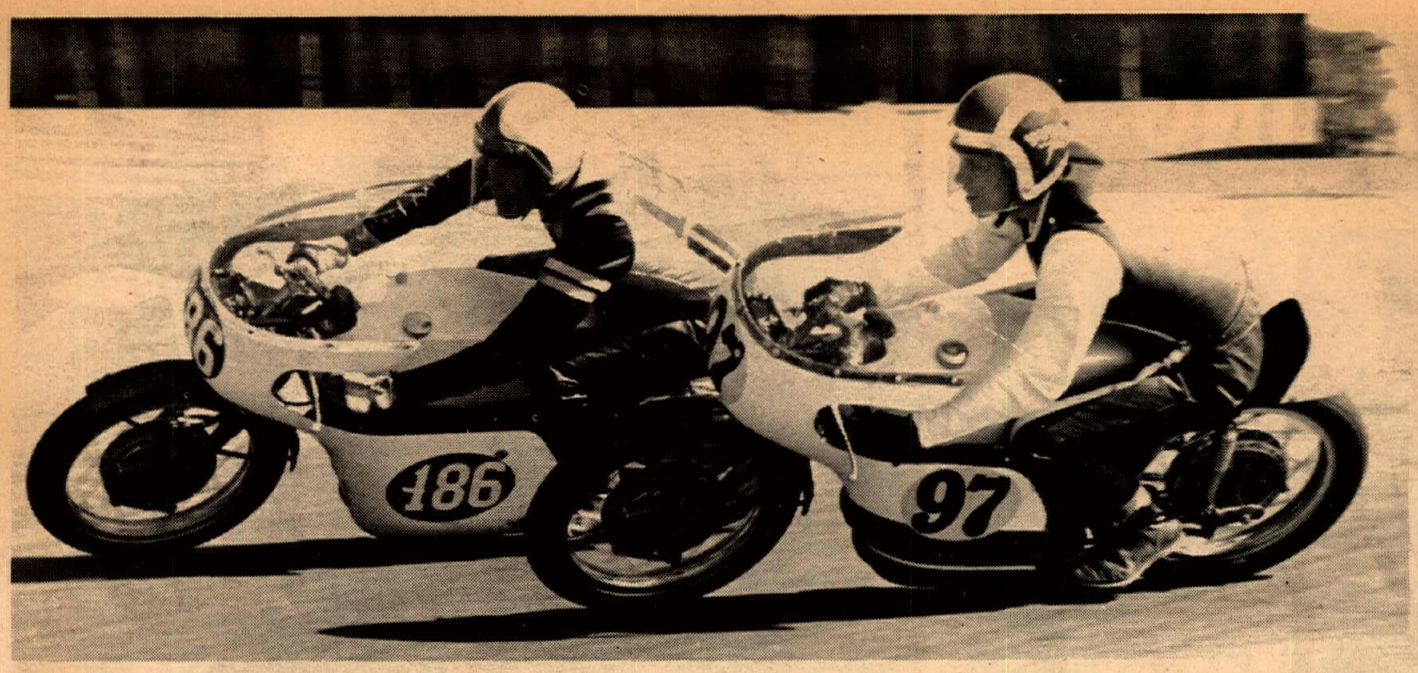
This is my third Christmas with a column in Cycle News and as the saying goes, "Third time's a charm".

May all the readers of Cycle Alley have a charming Christmas and 1968 New Year! See you after 2 weeks vacation.



Triumph gasser from San Diego. Front end rake reaches almost from home to the Fontana Drag Strip.

Motorcycle racer-tuner, photographer, writer, Bob Braverman with twin engine Yamaha drag-bike that goes.



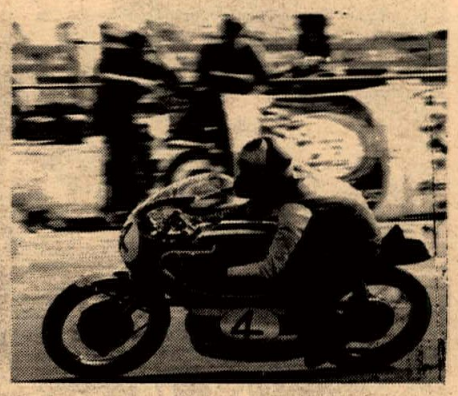
Dave Smith (186) and Ron Pierce (97) fought many a duel during the 1967 road race season, both aboard Yamahas. Here they have at it during 250 event at Orange County Raceway.

Walt Fulton challenged hard in the Amateur finals.

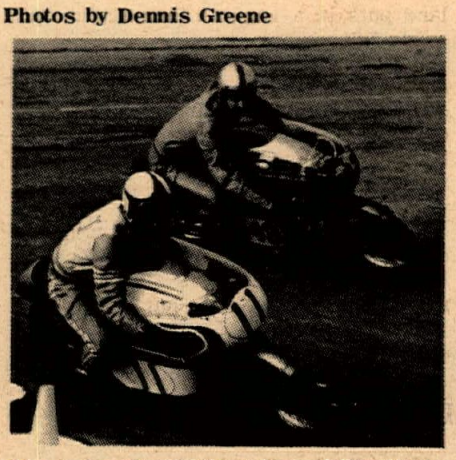
ROAD RACE PICTORIAL

Photos by Dennis Greene

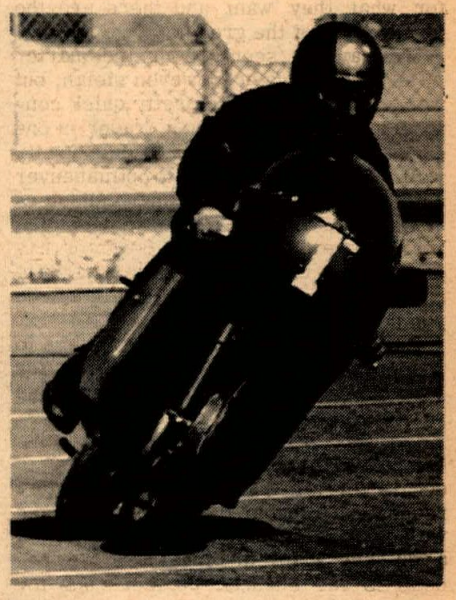
Always a thrilling part of the scene, both on pavement and dirt, are the sidehack rigs. They've been given AMA professional status for '68.



Smooth and stylish, Kawasaki-mounted Steve McLaughlin wound up 5th in the Carlsbad 250cc Grand Prix.

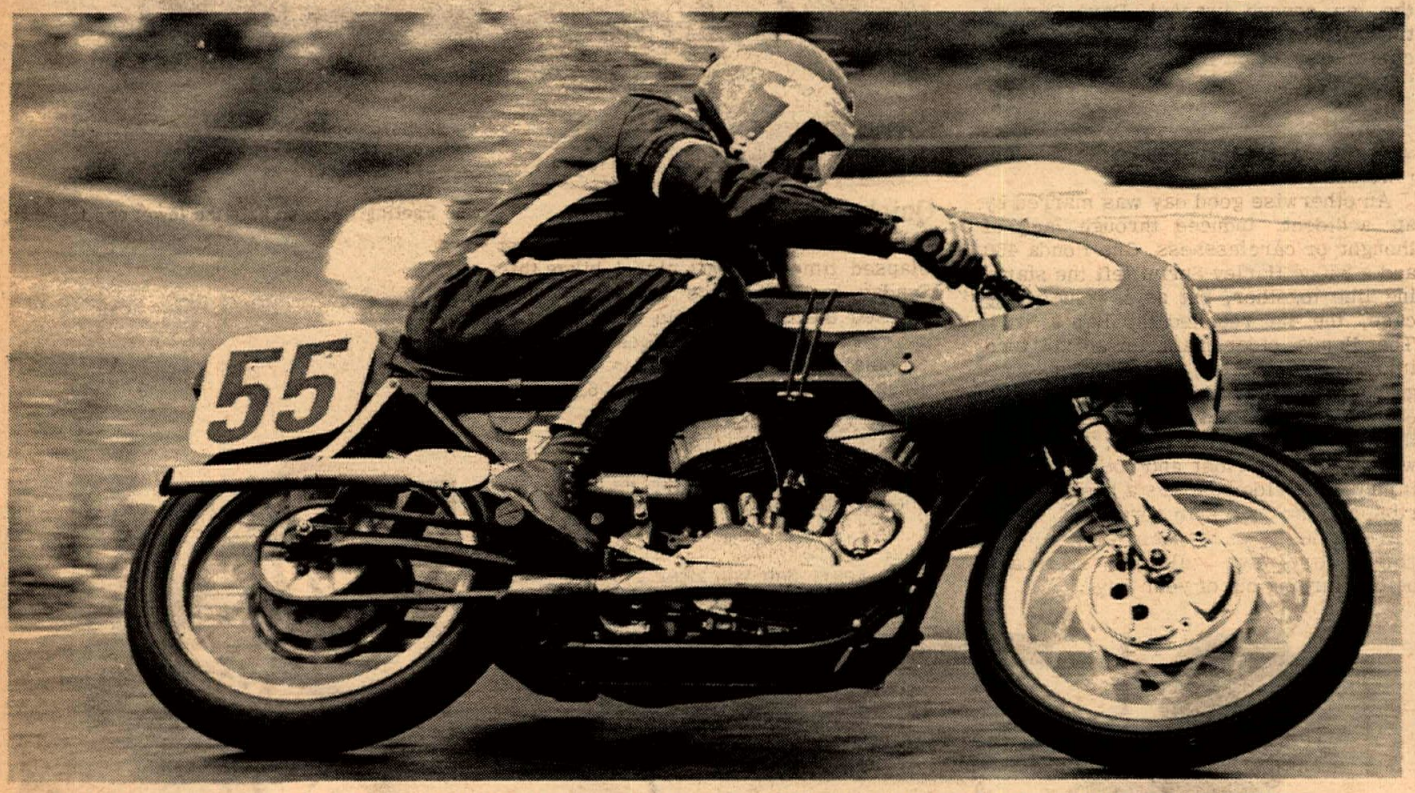


Close cornering is the rule, and Don Vesco (111) takes the line nearest the cone, with Paul Wilde (143) right alongside.



Master of countless road races on his Norton Manx and smaller machines, Buddy Parriott (1) takes a turn at the new Apple Valley Raceway.

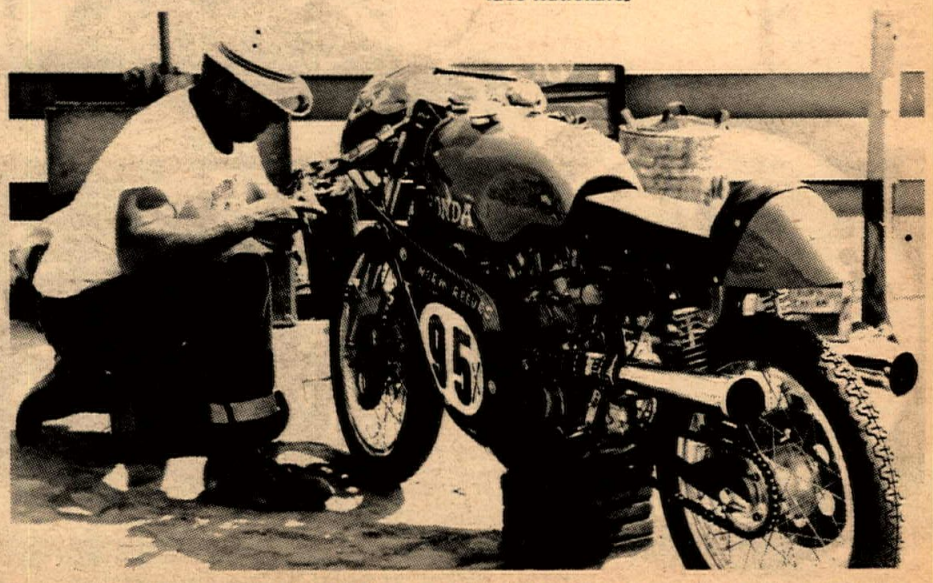
Photo by Bill Pettigrew



It's Roger Reiman grinding out a determined second place finish in the AMA Carlsbad National Championship race, Harley mounted.

Triumph twins Buddy Elmore (79) and Dick Hammer (16) are both former winners of road race Nationals.

During Carlsbad National big bike go, BSA-mounted Dick Mann (2) gets through the first turn in good shape, while (28) Jim Nicholson (Honda) fervently wishes for a front brake.



Super special Norm Reeves Honda 450 ridden by Clyde Litch shows the flair and good taste of a machine properly prepared and carefully maintained.

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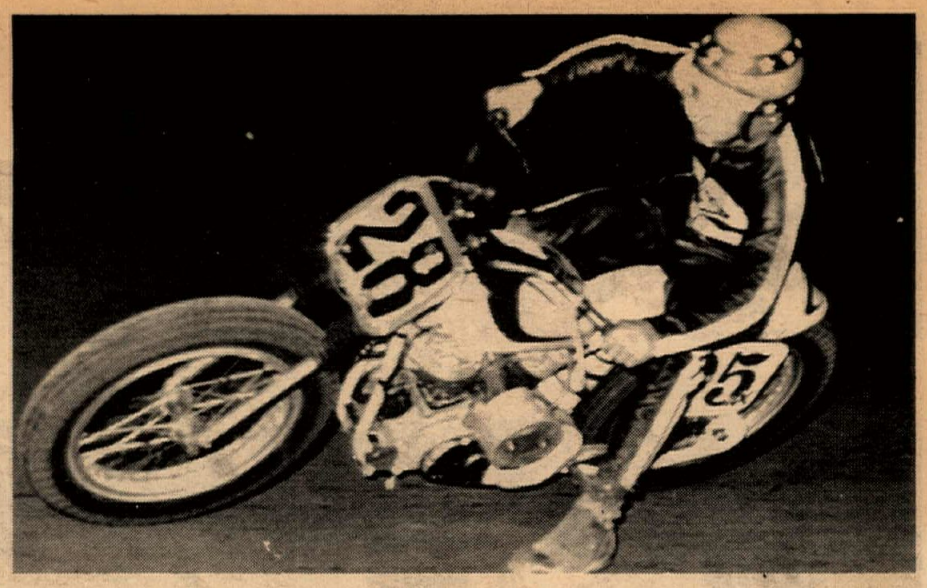
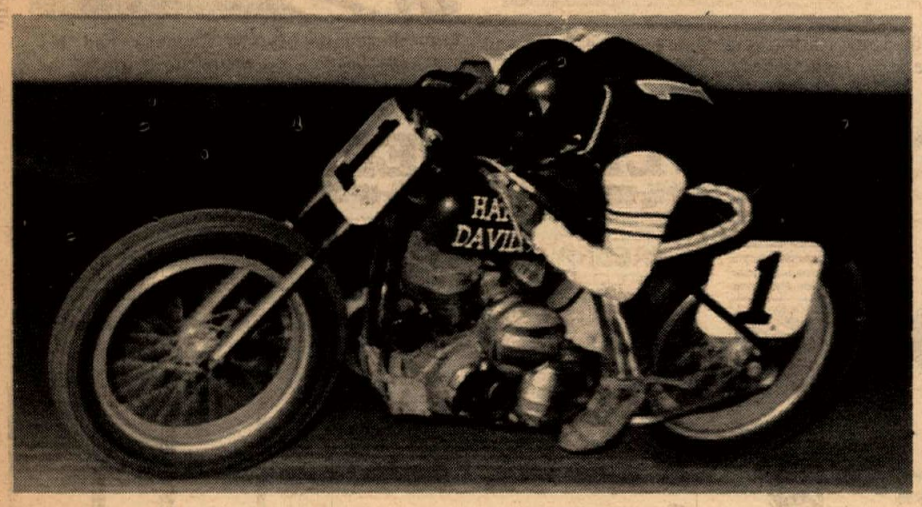
ASCOT FLATTRACK REVIEW

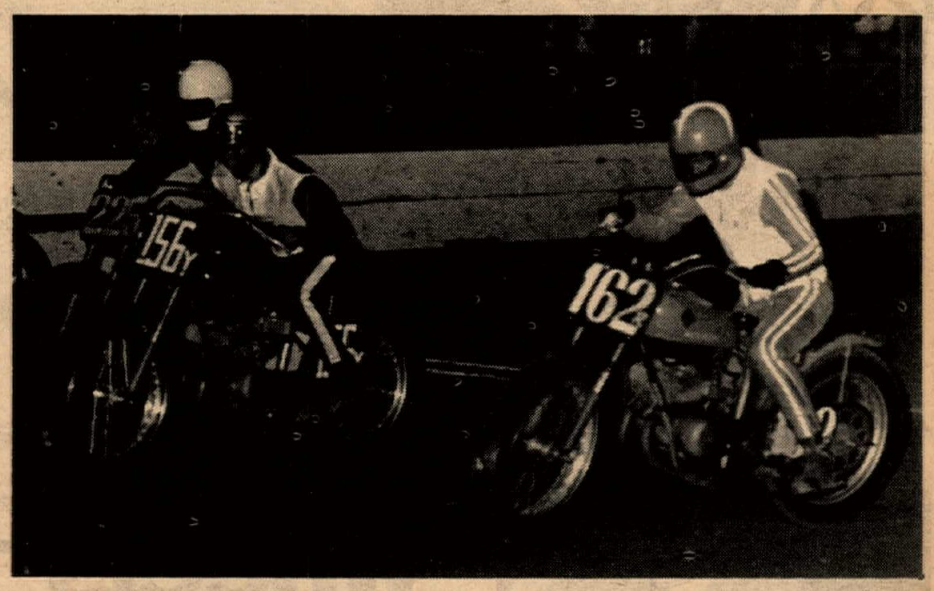
Riding Gary Bray's rapid BSA, Dan Haaby topped the star-studded field of half-mile Experts after a particularly pressurized season.



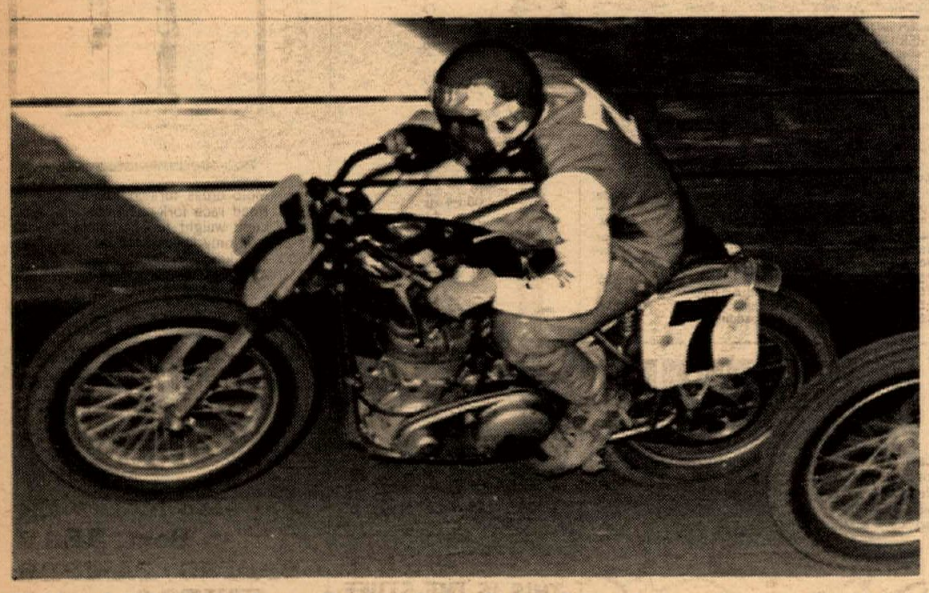
National Number 28 Jim Nicholson, rode Velocette, Harley (shown) and Triumph in 1967. Don't be surprised to see him on yet another make of machine for the New Year.



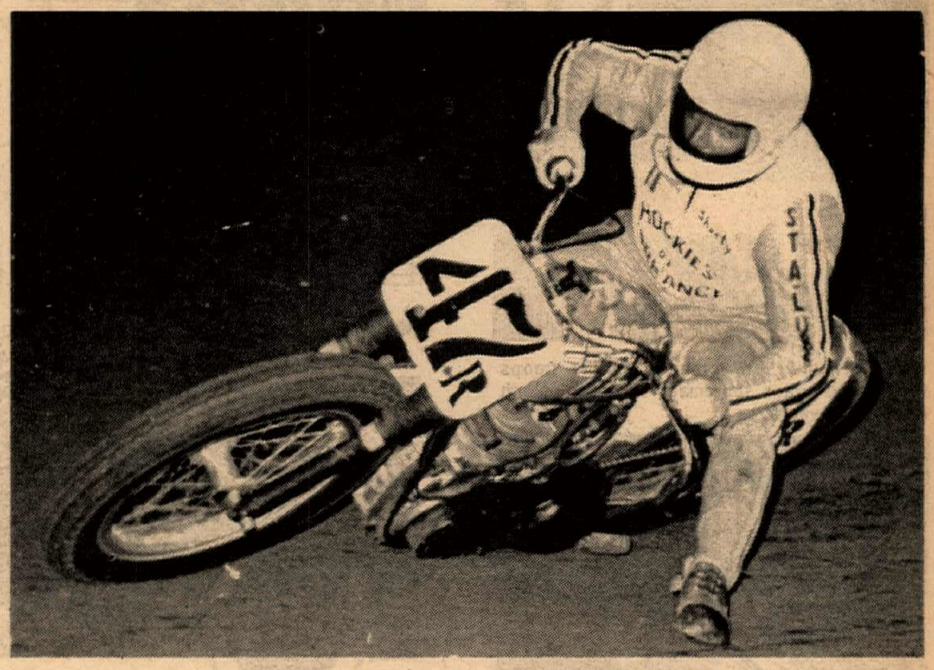
One of the few Eastern riders ever to score an Ascot half-mile Main Event victory, outgoing National Number One Bart Markel shows how he and his Harley-Davidson do it.



Rick Elisarraras (156) made the trip to Ascot from Atascadero every Friday night and it paid off. He wound up the overall high point Novice of the year, through Rick Durkee, fellow Suzuki rider (162) broke every track record in the book.



The famed Flying Flea, Sammy Tanner, winner of more dirt track races than any other rider, makes with the high-groove action on C. R. Axtell's potent BSA.



BSA-mounted for Dick Kelm, Shorty Seabourne was most improved first year Expert, won State Championship finale to boot.

Flyin Phil Todd, flashy and versatile, turned back his foes in the Amateur ranks to finish on top.

Swapping the lead with Haaby for Ascot Expert honors, Mel Lacher and his powerful H-D had to settle for runnerup position.

Photos by Dennis Greene

ASCOT TT REVIEW

High point Ascot TT ace, Skip Van Leeuwen.

Novice TT competition was close all year, with many flattrackers taking to the twist and turn course. Here Bill Cody (139) and Rick Durkee (162) lead the way.

Triumph-mounted Dusty Coppage had his best season so far, wound up third in the final rundown.

Photos by Dennis Greene

Larry Wilburn (59r) turned back the troops for Amateur class supremacy at once-a-month Ascot TT events.

Roger Goldthwaite was a big threat at both half-miles and TT's until sidelined by injuries.

A close runnerup to Chuck Baker for leading Novice honors was BSA rider Jim Peterson (242). Fifty points separated the two at the season's end.

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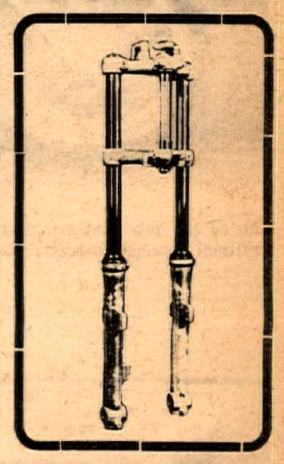

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1284	Moto cross fork-complete	127.50
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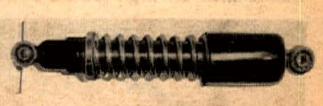

2350-305	Moto cross shock 11⅞" long*—pair	39.00
2350-325	Moto cross shock 12¾" long*—pair	39.00
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2404-305	Road race shock 11⅞" long—pair	39.00
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*Length is measured from the center of the eyes with shock full extended.

HODAKA SS $575.00

Steen's specially prepared, dirt ready Hodakas. We strip a brand new Hodaka to the bare frame and start over! After modification, the frame is re-painted in metallic blue silver, engine is modified. A new exhaust system is installed. Ceriani forks and shocks. Case-gard skid plate. Big 350 x 17 tires for both wheels. New H.D. tubes. Security bolts in rims. Alloy rear fender. Legal size number plate. Steering damper plus many other extras as required to give you a fast and ultra reliable machine.
We stock all Hodaka 90 replacement parts.

The Latest Creation In Protective Clothing

Jacket and pants. Created from heavy grade soft touch "SIERRA" vinyl, for long lasting style and comfort. Resilient foam padding is assembled with doubled cross stitching for durability and protection.

Endura jackets have short collar — zipper chest pocket — zipper sleeves, front zipper, square shoulders and tapered waist. Full coverage padding on the shoulders and elbows.

Endura pants are close fitting, yet won't bind. Outside zippers on tapered legs — belt loops — zipper fly — slant side pockets with zips—padded at hip and knees.

Mens sizes. Colors: Sierra Black or Sierra White. Available on special order at $3.00 extra- Sierra Blue, Red, Green, Tan, Orange, Yellow.

#587P	Racer Jacket Padded	18.95
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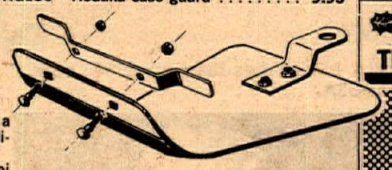
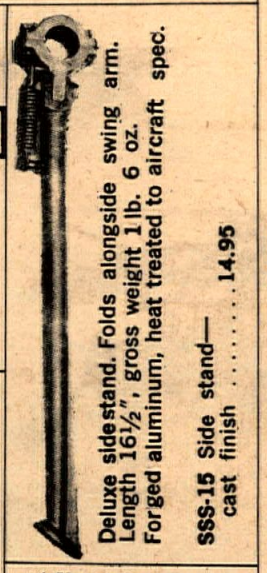
CASE-GARD

Case-gard for Hodaka. Formed 1/8" plate aluminum with plated brackets and self locking nuts. Ready to install. Can be modified to fit other bikes.

HG186 Hodaka case guard 9.95

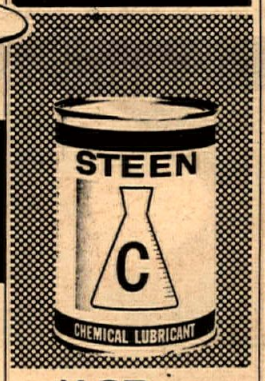




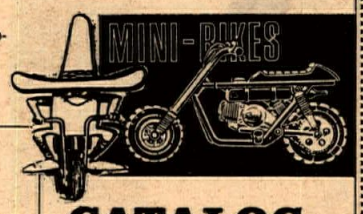
Deluxe sidestand. Folds alongside swing arm. Length 16½", gross weight 1 lb. 6 oz. Forged aluminum, heat treated to aircraft spec.

SSS-15 Side stand—cast finish 14.95

THIS IS THE STUFF



$1.95 quart



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250x16	16"	9.15
250x17	17"	9.25
250x18	18"	9.75
P/N	2.75/3.00	
300x16	16"	11.75
300x17	17"	11.75
300x18	18"	13.70
P/N	3.25/3.50	
350x16	16"	14.25
350x17	17"	14.30
350x18	18"	15.70

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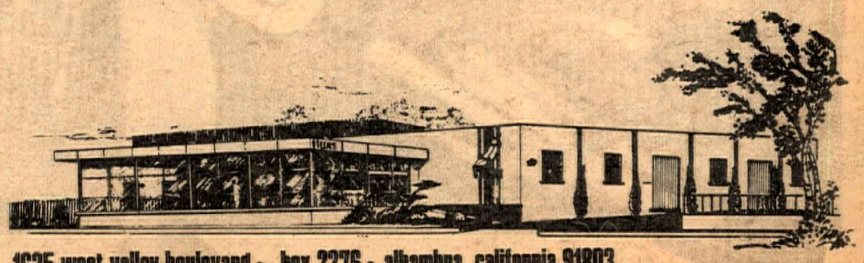

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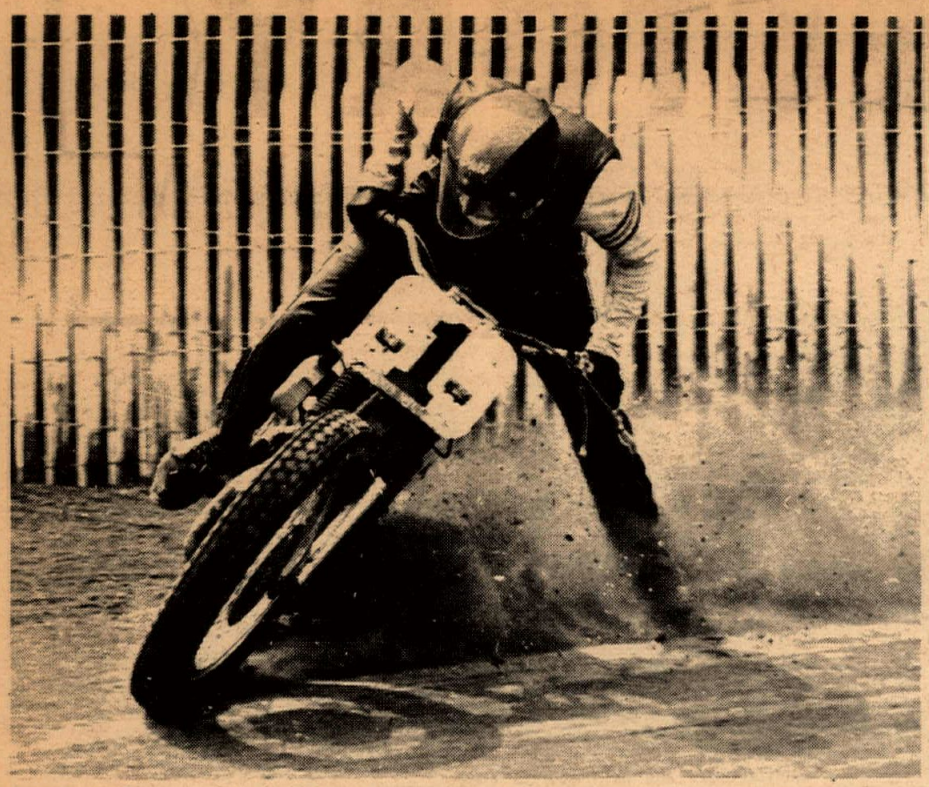
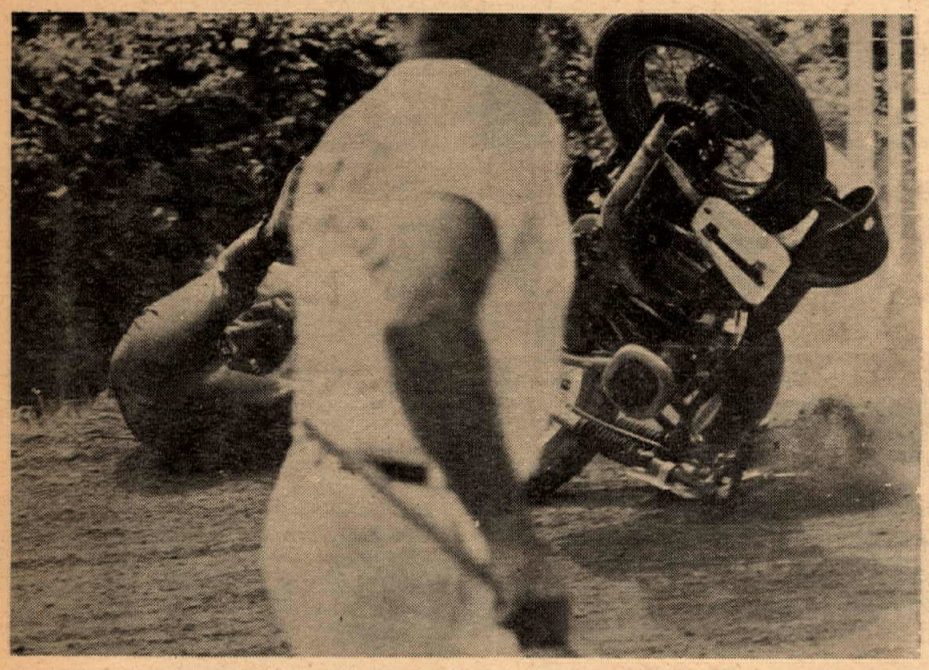
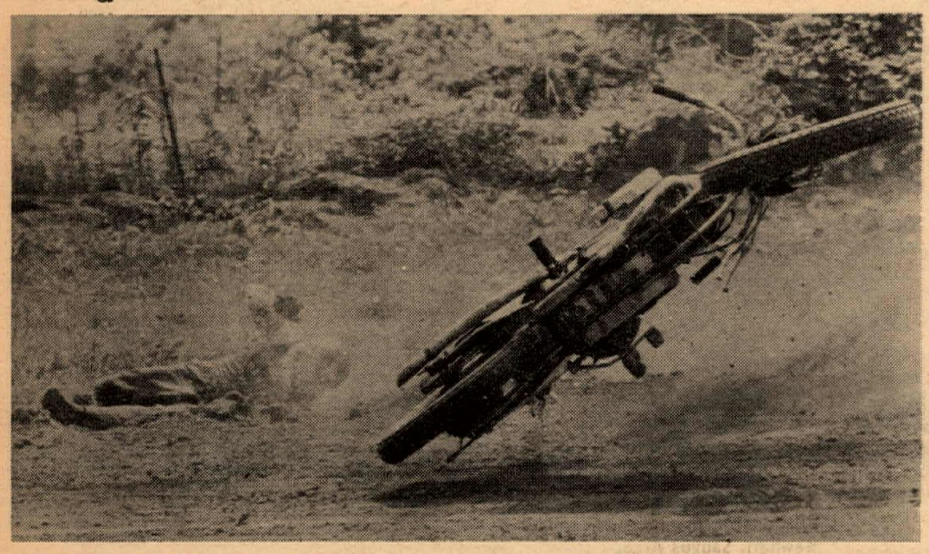
THE SPIRIT OF A CHAMPION



Bart Markel has passed the point of no return in this shot taken during practice for the '67 Peoria TT National Championship race.



Sure enough, Bart tumbles from his Harley-Davidson, and the machine goes through some end-over-end gyrations of its own.

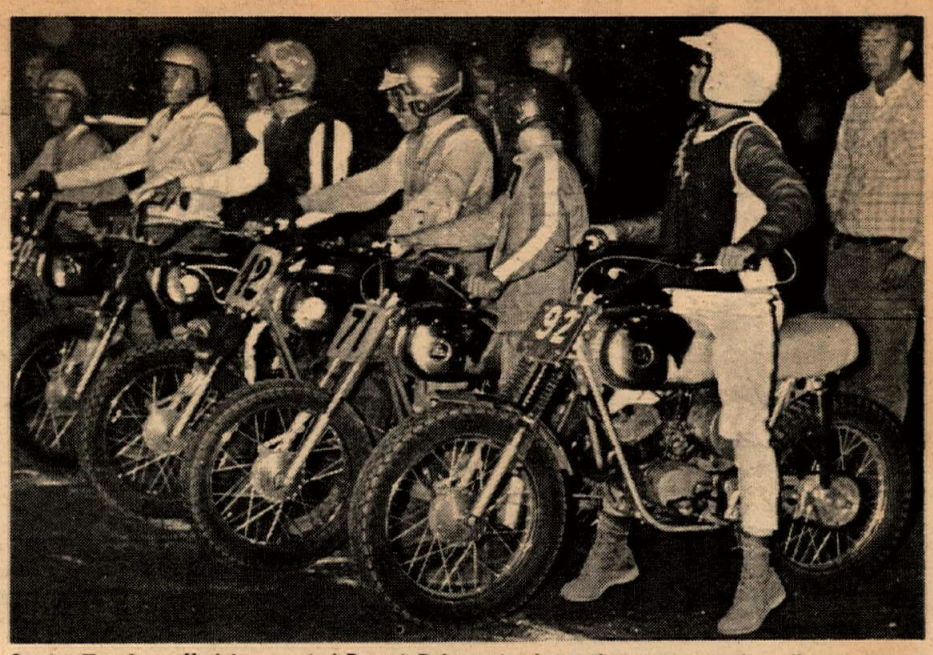


Above: Markel slides to a skidding halt in the ditch as his writhing bike still paws the air. Below: The machine finally comes to rest, but an eager Markel leaps up to retrieve it ... and continue on.

Photos by Gary Fleetwood

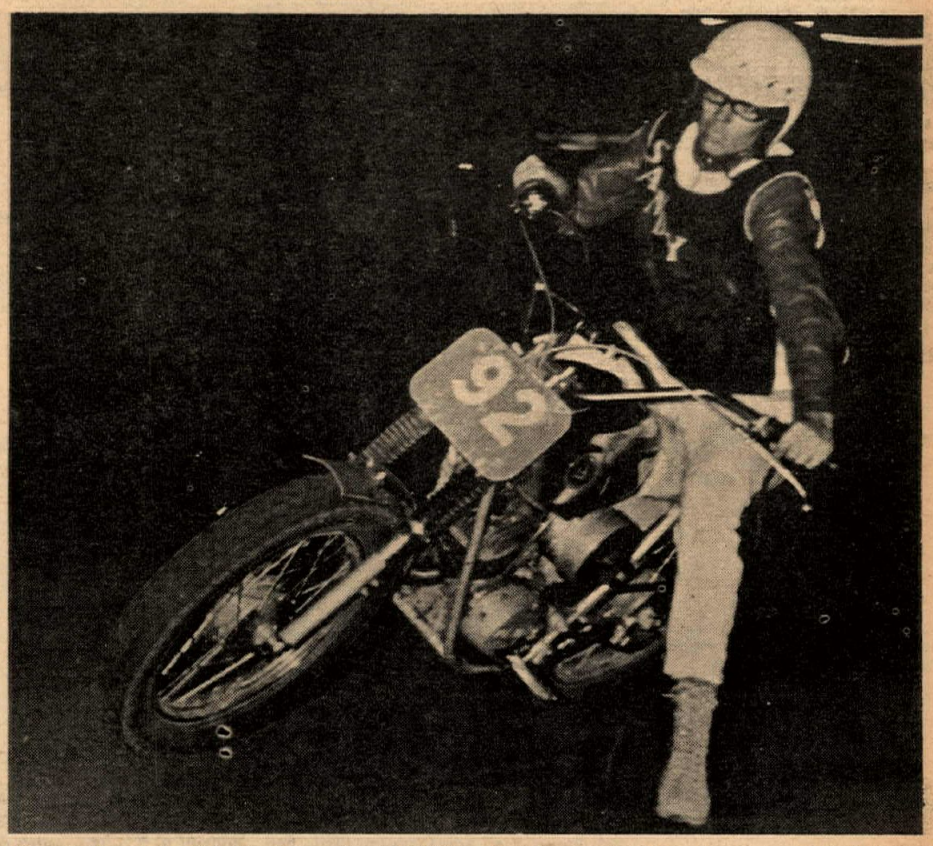
NEVER UNDERESTIMATE THE POWER OF A WOMAN

Photos by Manuel A. Burton

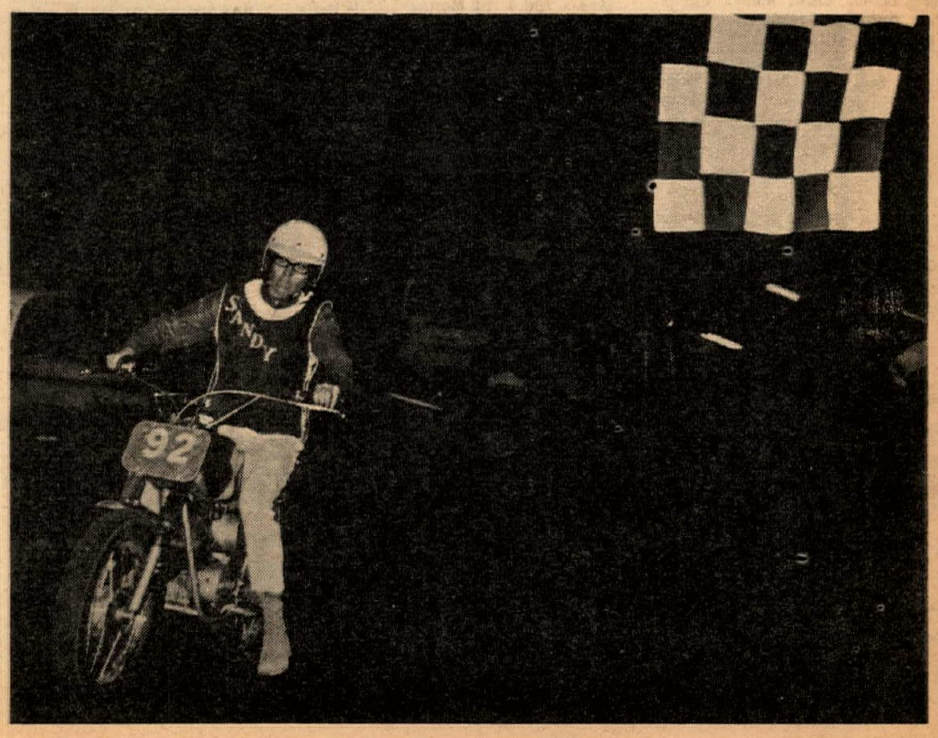


Sandra Termin, a Hodaka-mounted Desert Daisy, stands on tip-toe to scan her all-male lineup of Elsinore TT scrambles competitors.

They're off and running with Sandy (92) in the midst of the action, surrounded by a swarm of men determined to prove their superiority.



Above: Displaying talent, style and control, Miss Termin corners determinedly...and she's taken the lead. Below: Moment of truth for the lass who also won Hopetown Powder Puff event, the checkered flag.



CLUB DIRECTORY

Clubs please note: Send your information c/o Cycle News/Club Directory—P.O. Box 498, Long Beach, California.

Is your club listed here?

Listing in this department is free, contributed as a service to CYCLE NEWS readers and motorcycle clubs. As a result we have to rely on the motorcycling public to advise us when listings are erroneous or out of date. If you discover a discrepancy in this department, please write or call us to set it right.

ACE OF CLUBS of Los Angeles M.C. Meets 1st and 3rd Fri. of every month except Dec. (1st Fri. only) 8 p.m. Mail address P.O. Box 67, La Puente, 81746. Club address: 14402 Ragus St., La Puente. Ph. 330-5042.

A.M.A. (AMERICAN MOTORCYCLE ASSOCIATION) National sanctioning body. Address: Worthington, Ohio. Membership $2. one year.

AMERICAN CYCLE ASSOCIATION, for all riders in speedway, moto-cross and road racing as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, P.O. Box 247, Fullerton, Calif. or call (714) 847-7629.

AMERICAN MOTORCYCLE SERVICE ASSN. (AMSA) Emergency road service for motorcycles. Due $15 per year. 8272 Sunset Blvd., Los Angeles. (213) 656-8440.

AMERICAN FEDERATION OF MOTORCYCLISTS (AFM) Promotion and organization of road racing, moto cross and other forms of motorcycle sport. Non-racing personnel always welcome. Chapters in Las Vegas, Los Angeles, San Francisco, Santa Barbara, Reno and St. Louis, Missouri. PO Box 213 No. Hollywood, Calif. 91603.

ANTELOPE RAMBLERS M.C. of Palmdale, AMA chart. Meets every Tues. at 17832 Sierra Hwy. Saugus, Calif. Post meeting refreshments.

BARSTOW M.C. of Barstow, Calif. AMA sanct. Meets 2nd & 4th Thurs. ea. mo. at new address. Barstow Police Dept. Auditorium at 225 E. Mountain View. New mail address: P.O. Box 821, Barstow, California.

BLACK HAWK MOTORCYCLE CLUB-Contact Larry de Raad, 555 Alvarado St., Brisbane, Calif. Phone 467—2059 for meeting time and place.

BLUE BARONS M.C. 1315 South 41st Street, Tacoma, Washington.

BRUSH BUMS M.C. of Pomona. 2nd and 4th Mondays each month. Contact President Richard Dickens at (714) 629-3792 or Secretary Yvonne Knight at (714) 593-5057. Club Address: 2220 7th St.. La Verne, Calif. 91750.

BMW CLUB OF Northern California, 335 Paramount Dr., Millbrea, Calif. 94030.

CALIF. EAGLES M.C. road club, AMA chart. Member of RRC. Meets 2nd & 4th Thurs. at 1702 E. 65th St., Long Beach, Calif.

CALIFORNIA GOPHERS MC of Prado Park. AMA Sanct. Address P. O. Box 2575, Bell Gardens, Calif. Meets 2nd — 4th Tues. of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30.

CALIFORNIA RAINBOWS Road Club, AMA sanctioned. Address: 11152 Bunker Hill Dr., Los Alamitos, Calif.

CENTRALIA MUD SLINGERS M.C. c/o Glen Hedge, Rt. 3, Box 38, Centralia, Wash.

CHECKERS MC, 1710 Magnolia Blvd., Burbank. Enquire at Smithy's anytime. "A chance to mingle with the best." Wed. nite, 8:00 p.m.

COACHELLA VALLEY M.C. AMA sanctioned comp. club. Meets every Wednesday. Address: 71-306 Hiway 111 Rancho Mirage, Calif. 92270.

COLORAMAS M.C. meet 1st Sat. of month at 8 p.m. Contact Frank Gerwat, 14263 Hoyt St., Arleta, Calif. 899-8329.

CRUISERS M.C. of Santa Ana. A.M.A. sanctioned. Meets every 1st & 3rd Tuesday at 16841 Lynn St. Huntington Beach at 8 p.m. For information call (714) 836-5546 or 893-2309.

CYCLE CLUB OF 1ST BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen, First Baptist Church, 14800 Sherman Way, Van Nuys.

DESERT M.C. An active desert competition club. Address: 12551 Scandia, Garden Grove. Phone (714) 897-3894.

DESERT CREEPERS Desert racing club, mostly married, racing and camping enthusiasts. Potential members call H. Jackson (213) OL 6-4299.

DIST 37 SPORTS COMMITTEE Contact President Jean Carter at 15543 Nordoff, Apt. 4, Sepulveda, Calif. for information on meetings. Ph: 894-2093.

DIRT DIGGERS M.C., AMA, ACA & FIM affiliated. Meets every Wed. at 8:30 p.m. at Cliff House, 15145 Pacific Coast Hwy, Pacific Palisades. Mail address: 8921—11th Ave., Inglewood, Cal. 90305. Phone (213) OR. 8-2868.

DIRT DIGGERS NORTH, 1417 Joni Ave., Modesto, Calif.

DUSTERS M.C. of Wilmington. AMA sanctioned. Meet Monday nights 8:00 at 23015 Catskill, Wilmington, Calif.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567

FAR WEST M.C. Meets every Friday. For info. write: P.O. Box 3198, Eureka, Calif.

FOOTHILL HAWKS M.C. Meets every Tues. at 8:30 p.m. at 13019 E. Los Nietos, Santa Fe Springs, Calif. For info call Paul at 699-0298.

FOUR ACES M.C. invite you to our meeting any Thurs. night at 8 p.m. in the Field house behind the ball diamond, North Hollywood Park on Chandler St. Mail address: P.O. Box 922, North Hollywood, Calif. 91603.

GHOST RIDERS of Pomona, Calif., Road Riding Club. Meets 1st and 3rd Friday at 2231 Concord Ave., Pomona. Write E. D. Coleman, address same (714) 623-4676.

GOLDEN STATE M.C. of Pasadena. Road riders rep. H. W. Borden, 5406 N. Maple-tree, Arcadia, Calif. GI 8-9388.

GREYHOUNDS competition club. Scrambles and desert. Meet every other Wed., 8 p.m. at Saber Room, 1629 Empire St., Burbank. Phone 285-4466.

GRIP TWISTERS M.C. at Vandenberg AFB. Address: P.O. Box 968, Vandenberg AFB, Calif. Phone (805) WA 2-4486 for membership information.

GRIPSTERS M.C. Competition club. P.O. Box 272, Placentia, Calif. Meetings Mon. nights 7:30, Chapman Hall, Placentia.

GROUNDSHAKERS M.C. a desert competition club. Las Vegas, Nevada. Meetings now and again, events irregular, no officers, but well organized when it counts. Address: 865 French Circle, Las Vegas.

HAWTHORNE GOPHERS M.C. Competition and scrambles club. AMA charter. Meets 8 pm second Tues of each month at 4751 W. 166th., Lawndale. For info. call (213) 370—7630.

HI-HATS M.C. For information write to P.O. Box 467, Martinez, Calif.

HI-JINX FAMILY M.C. of Norwalk. Road runs, fun meets, competition, etc. Meetings held 1st Mon. of month at 7:30 p.m. at Jenkins Sports Ctr., 13200 San Antonio Dr., Norwalk. Visitors welcome, new members invited. For info call 864-2860.

HI-BOOTS MC. Combined Road and Comp. Club. Nebo Hall on Nebo Drive, La Mesa. Meetings every Tues. 8:00 p.m. Third Tues. every month is club social.

HILLTOPPERS MC INC. of Signal Hill, Calif. AMA Sanc. Meets at 2255 Cerritos, side entrance, Signal Hill. Thurs. at 8 pm.. Post Meeting, refreshments. Mail address P. O. Box 1746, Long Beach, Calif.

JACKRABBIT COMPETITION MC. Meets every Monday at 8:30 p.m. at the Jackrabbit club house, 9143 East Compton Blvd., Bellflower (Just off Lakewood Blvd.)

JASPERS M.C., road riding club, Meets 2nd & 4th Monday, 7:30 p.m., at 301½ W. California St., Ontario, Calif. (714) 986-3118.

KERN COUNTY TRAILBLAZERS M.C. Trail and competition club, AMA chartered. Mail address: Star Route Box 314, McKittrick, Calif.

LAFAYETTE M.C. Races, meets, family fun and road runs. New members welcome! Call or write for info: Frank Gillespie, 254-3306. Address: 44 Orchard Rd., Orinda, Calif.

LANCERS M/C - Comp. club. Meets every monday 8 pm at San Mateo. For meetings and other info contact club at A&A Motors, 2176 So. El Camino, San Mateo, Calif.

LIGHTWEIGHTS M.C. AMA sanctioned competition club. Meets every 1st and 3rd Tuesday of each month. Floyd E. Lewis (sec.) 5702 Parapet Street, Long Beach. Phone: HA 9-0405.

LIONS M.C., 4762 Cape May, San Diego, Calif. 92107.

LOS ANCIANOS M/C CLUB, 7109 Connestoga Way, San Diego, Calif. Contact Bill Steider (714) 286—3756 for further info. Desert club and Baja M/C trips. (dirt riders only)

LOS PADRES M.C. Inc. of Ventura County. AMA sanct. comp. club. Meets every Wed. at 6541 Ventura Blvd., Ventura. Pres: Art Carter, Secy. Frank Reasner.

LONERS no organization, no meetings, just guys and girls who like to ride cycles in Calif. and read Cycle News. Mailing address Box 498, Long Beach. Watch for the Big Sur Prize Meet Labor Day.

LUCKY WHEELS MC. Road Riding Club. Meets 8:00 p.m. on first and third Friday of each month, at H-D shop, 1241 W. Holt St., Pomona. Phone 633-5417. AMA & RRC. Pres.: J. M. Jones - 983-2524.

LUCKY FEW M.C. Road Riding Club. AMA chartered. P.O. Box HA, Los Gatos, Calif.

MARRIED WHEELS M.C. Meets first Sunday of each month at 7:30 p.m. at Suzuki Sport Spot, 1241 Holt Blvd., Ontario, Calif. All married persons welcome to attend.

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NOMADS COMP. CLUB meets 1st Sun. each month. Pres: Bill Jones WH 1-5716. Address: 10925 Colima Rd., Whittier, Calif.

NORWALK CENTAURS M.C. 12630 Whittier Blvd., Whittier. Meets 1st Thurs. of month, ride nights on other Thursdays. Open for membership, visitors welcome.

OAKLAND M.C. Road & competition club. Meets every Wednesday at 1116 — 36th St., Oakland, Calif. 8 p.m. "Since 1907 devoted to safety and courtesy on the road."

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ORANGE COUNTY M.C. of Orange County, Calif. AMA sanc. Meets at clubhouse, Trask and Newhope, Garden Grove, Calif., on first three Mondays of each month. Mail Address: Trask - and Newhope, Garden Grove, Calif.

OROVILLE M.C. of Oroville. AMA sanctioned. Meets 8 p.m. first Tuesday of each month in Municipal Auditorium, Myers St. Contact President Gene Frieze, 3708 Stauss Ave., Oroville, - 95965.

OXNARD M.C. AMA road riding club. Meets every other Thu. 8 p.m. at rear of Eagles Lodge, 4684 So. Saviers Rd., Oxnard. Info: 483-1590. Mail address: P.O. Box 1094, Oxnard, 93030.

PACIFIC COAST MC of Southgate. AMA sanct. Meets first Friday of each month, 8:00 p.m. and third Friday at 7:00 p.m. at Southgate Park Recreation Center, Room 2. RRC. Visitors welcome. New members always wanted. Enquire: 5931 La Beck, Bell Gardens. 773-6810 before 3. Captain: Jim Cleghorne, 634-2629.

PACIFIC COASTERS M.C. Road Club. John E. Stoner, Sr. President 474-4372 1418 E. 7th. St., National City or Charles Ray Myers, V.P. 4502 Gila St. San Diego (714) 274—3755.

PALO ALTO M.C. of Palo Alto, Calif. 100% competition riders. AMA chartered Sponsor of Northern Calif. dirt events. Meets every Wed. at 8 p.m. at C.A.P. Bldg., 1901 Embarcadero Rd., Palo Alto

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif., Phone 657-3678.

PLAYBOYS M.C., AMA sanc. Jim Beach President, call for info at 564-4623.

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POWDER PUFF ASSN., AMA sanc. competition club for women. Meetings second Wednesday of each month. Call 865-2747 for information.

PROSPECTORS MC of Gardena, Calif., AMA sanc. Meets at Thornberg Park, Gardena, Calif. every Tuesday at 8 p.m. Mail address 1651 Market St., Gardena, Calif.

RAMS M.C. AMA sanctioned. Meets 2nd and 4th Thursdays 8 p.m. at the Van Nuys Playground, corner of Van Nuys Blvd. and Van Owen.

RIDGE RIDERS TRAIL CLUB, INC, Oakview, Calif. Contact President Bob Doke at 649-1960 for info. Club Address: 149 Apricot St., Oakview 93022.

ROAD RAMBLERS. Road Riding Club. Meets 1st & 3rd Saturday of each month at 11503 E. 214th St., Lakewood, Calif. Write Jim Collins, 14286 Keese Dr., Whittier, Calif.

ROAD RIDERS M.C. INC. of South San Gabriel. AMA Sanctioned. Meets at 3044 Jackson Street every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

ROGUE VALLEY RIDERS M.C. INC., 420 Crestview Loop, Grants Pass, Ore. 97526. Phone (503) 476-2180 or (503) 476-4018.

ROUGH RIDERS of Hayward M.C. AMA sanc. dirt and road riding club. Meets every Thurs. at 8 p.m. Current membership openings. Contact us at 25224 Mission Blvd., Hayward, Calif. 94544. Phone: 538-2144.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thursday at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount, Calif. Phone ME 3-4368.

ROYAL RIDERS MC, INC. of S. San Gabriel. AMA sanct. Meets at 3044 N. Jack- St. every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

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SAGE-HOPPERS M.C. Address: 2157 Edinburg Ave., Cardiff, Calif. Phone 753-2907

SAN GABRIEL VALLEY M.C. AMA Sanctioned. Meets every Thurs. 8 p.m. at 5343 Peck Rd., El Monte. Mail address: P.O. Box 813, El Monte, Calif.

SANTA MARIA SADDELITES M.C. of Santa Maria, Calif. For club info. write to publicity chairman Stan Skinner 408 A-W. El Camino St., Santa Maria, 93454.

SAN RAFAEL M.C. - Meets at Cycle Town, 116 Greenfield Ave. San Anselmo, Calif. Every Thursday at 8:15 pm For further info call (415) 370—7630.

SALINAS RAMBLERS M.C. AMA sanctioned dirt events. Contact Bob Wayman, 324 North Main Street, Salinas, California.

SANDBLASTERS MC of Ridgecrest. Meets every Thursday. Mail address: P. O. Box 5709 China Lake, Calif.

SCRAMBLERS MC of San Fernando Valley, Calif. AMA Sanc. Meets Reseda Park Clubhouse, Reseda, Calif., every Tues. nite 8:30 p.m. Mail address: 7514 Reseda Blvd., Reseda, Calif. Ph. 345-8678.

SCRAMBLASTERS M.C. of Mint Canyon. A new club looking for members in the Newhall, Saugus Area.

SIDEHACK ASSN. of So. Calif. AMA chart. Meets 1st and 3rd Monday of every month at Vineland Gardens, 6159 Vineland, No. Hollywood, Calif. Meetings begin at 8:30 p.m. Everyone welcome. For more info contact Gary Weber, Sec/Treas., Sidehack Assn., Tujunga, Calif. Phone 353-8719 or 354-4966.

SILVER CITY SCRAMBLERS M.C. — Southern Nevada's oldest motorcycle club. Competition club for the discriminating rider. Meets 2nd & 4th Monday each month. 716 Stewart, Las Vegas, Nevada. So. Nevada local racing info.

SIMI VALLEY MC of Simi Valley, Calif. AMA sanc. competition club only. Meets every Tuesday at 8 p.m. Mail address: P.O. Box 127, Simi, Calif. Phone 526-9955 or Jim & Dusty's.

SINNERS MC of L.A. area. AMA sanction Meets Fri. nite 11517 S. New Hampshire in rear. Refreshments during meeting. Ph: (213) 756-4858.

If your club has an emblem, send us a printed decal, or card insignia and we will locate it on this page in the future.

SO. CAL. M/C, Desert Competition Club. AMA Sanct. Meets every Wed. 8:30 p.m. Olive Recreation Center, Burbank, Calif. Mail Add. 1026 N. Evergreen, Burbank. Call TH 8-3839.

SO. CALIF. ROAD RIDERS COMMITTEE P.O. Box 2107, Alhambra, Calif. Meets 8 p.m. 1st Monday each month, Prudential Savings & Loan (rear entrance 1300 E. Valley Blvd., Alhambra. All road clubs invited.

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SPINNIN' SPOKES M.C. Family road riding club looking for members with machines over 250cc. AMA sanc. Meetings every 2nd and 4th Wed. at 15742 Bluebird Ln., Huntington Beach, Calif. Phone: (714) 893-6811.

SPOKE BENDERS M C Inc. Desert competition club. Meetings 2nd and 4th Wednesdays at 9 p.m. El Retiro Park, Hollywood Riviera (126 Vista Del Parque) Mailing address P.O. Box 296, Lawndale, Calif. Phone DA 6-0855.

SUNLAND SHAMROCKS MC of Sunland, Calif. AMA sanc. Meets every Wednesday at 8:15 p.m. at the Sunland Park Recreation Center in Sunland, Calif. Mail address: P.O. Box 515, Sunland, Calif.

TANDEMS M.C. of Gardena. Family fun club. Meet 1st Sun. of month 1:30 p.m. at 13220 S. Van Ness, Gardena (Rowley Park). Mail Address: 17207 Illinois Ct. Torrance. Call DA 4-7043 or 754-5991.

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TWIN WHEELERS MC. AMA sanctioned. Meets Thurs. 8 p.m., Stroube and Alvarado Sts., El Rio. Mail address: P.O.Box 102, Oxnard, Calif. 485-5201.

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VENTURA TWIN WHEELERS M.C., 2701 Alvarado St., El Rio, Calif.

VICTOR McLAGLEN MOTOR CORP. of Hollywood, Calif., AMA sanc. Meets at Washington & Main, 2531 South Main St., Los Angeles every Tuesday at 9 p.m. Mail address: 4853 W. 131st St., Hawthorne. Phone: 722-4651

VICTORS M.C. Family oriented desert only comp. club. Meets every Sun. at races and last Wed. of month at various places. For info call one of these numbers: (805) 527-4525 or (213) 340-8470 or (714) 496-9367.

VINCENT OWNERS CLUB of Southern California. Contact Bob Kountz, 5229 Sunset Blvd., Hollywood for info. Phone: 665-9559.

VISALIA RAMBLERS M.C., 718 Roosevelt St., Visalia, Calif. Meeting time 8 p.m. every Wed. night. For further info. call (209) 734-8622 (Dwain).

VISTA TRAVLERS M.C., of Vista, Calif. Road riding-club, meets every Wed. at 7:30 p.m. at 823 Vista Way, Vista, Calif.

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THE FINISH LINE

By Roxy Rockwood

Fresno closed out the '67 season officially last Sunday night and it was the end of the line for hundreds of riders in the state. The many novice riders now move to Amateur and the few amateurs who were able to score at least 40 points now get thrown into the Expert class, better known as the Lion's Den.

Fresno also has the distinction of opening the new season on Sunday night, January 7th. Then all of the lads who have been waiting to become professional riders don their new green and white number plates and take to the rough and tough indoor track.

California closed out the season and it was perhaps the busiest of them all with every type of racing being run somewhere at sometime during the year.

Four Californians won National Championship events and no less than ten Experts finished within the top twenty in the final AMA National standings.

These two figures again place California head and shoulders ahead of all other states for having the most outstanding riders.

Next season? Well, it appears to be headed for even bigger and better things, not only right here in the old backyard but all over the nation. Many new Nationals have been added with only a few dropping by the wayside.

At this time no top rider from the area has announced his retirement so they will all be back plus at least a half a dozen new aces from the amateur ranks.

The Amateur class last year, headed by Jimmy Odom, broke from the starting line to record many wins, not only here at home but all over the nation.

The Amateurs for next season can well be as good as the recently departed yellow plates. In many ways they can be even better as at least a dozen have much experience in all types of professional racing as Novice riders and sportsmen racers.

The amount of activity will start paying off for Californians in the next season or two with the coming of indoor racing, three times as much road racing and the regular amount of half mile and TT racing. This formula tends to develop future National champs and California had a record amount of events in '67.

With more and more riders obtaining professional cards it has always been a source of wondering why more out of staters don't move to California to ply the trade. The going may be easier in the Midwest but the races are fewer and the purses smaller for the effort extended.

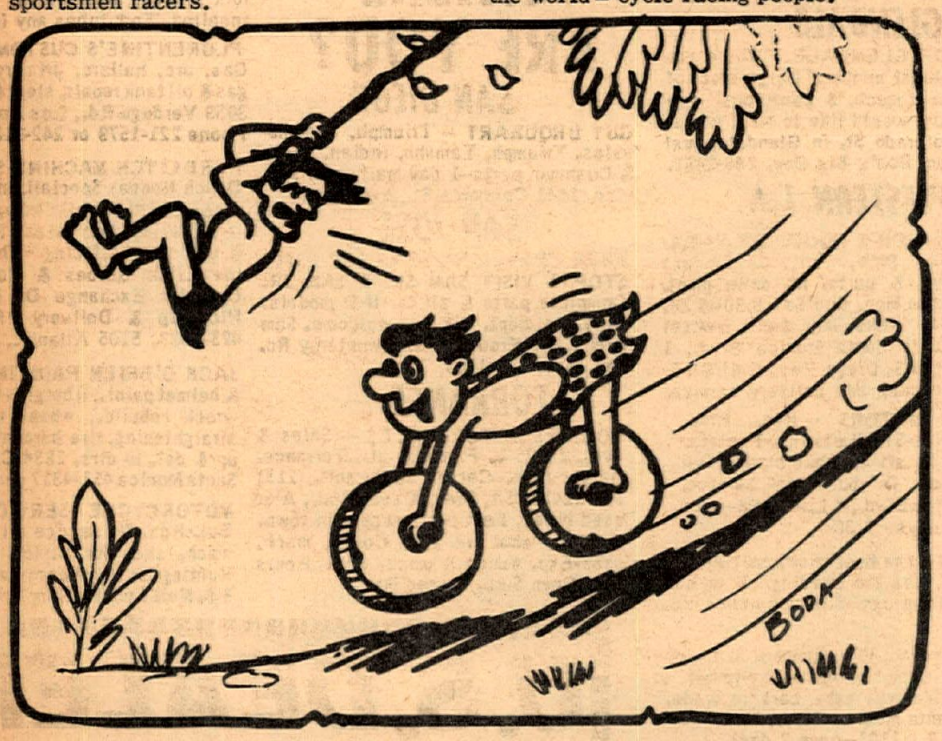
Sammy Tanner and Mert Lawwill are the only two that come to mind quickly that have ever made the move to reap the rewards of full time racing out this way in recent years. Both became highly regarded racers. Where are the rest?

This column closes out its eight year for the paper and each year continue to top the one before. '68 will follow the same pattern although for pure good racing and top equipment the '67 season will be hard to top.

The Houston and Daytona events are just around the corner so actually one season never ends and another never starts. It is just one big go-around that gets faster and faster with the passing of every twelve months.

As usual there will be some brand changes by some of the top riders. Most of all there will be a few, and only a very few, that will take their places with the ranks of the champions.

A Merry Christmas and Happy New Year to the most avid and loyal fans in the world – cycle racing people.



"Ungahwah, what's this younger generation COMING to?"

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S.F. Helmet Law Postponed

By George Martin

A proposed mandatory helmet law for San Francisco was delayed for two months last week by a committee of the city's board of supervisors.

The problem of enforcing the proposed law was cited as the reason. San Francisco Motorcycle dealers and Ted Long of the International Sportcycle Foundation have been actively politicking against the proposal in the weeks since it was advanced.

Long, along with Hap Jones of Hap Jones Distributing and Yamaha dealer Al Fergoda appeared at the public hearing.

Representatives from several rider's organizations were also on hand, including Theo Roumbanis, a member of the Gypsy Jokers, a chopper-oriented "outlaw" group.

"Nothing could be more ridiculous," said long-time rider, dealer and distributor Jones, "than forcing riders to buy helmets when they come over the Golden Gate Bridge."

Speaking for the bill was its author, Supervisor Peter Tamaras. He quoted statistics on motorcycle injury and death rates, and told the committee that helmets would cut down both figures greatly.

The cyclists replied that it is a rider's right to make his own helmet decision.

Roumbanis, speaking for the Jokers, said "I appreciate the concern of the city in saving us, but we'd like the right to determine if we want to be saved."

After listening to the various points of view, Supervisors Terry Francois and Kevin O'Shea decided to continue the question until February.

Nashville, Cincinatti Circuit

By Judy McKeen

The weekend of December 9th we headed down south to Nashville, Tennesee for an indoor short track. The track was cement, with long straight aways and tight corners. It looked liked a national with all the nationa riders there. Neil Keen had the fastest time of the night. In the first heat it was a hot and heavy race between Keen on a Bultaco and Fred Nix on a Harley-Davidson. Keen did a fine job of winning this heat.

The second heat was Larry Dillon on a Bultaco all the way for a win. Red McKeen on a Bultaco, Charlie Southgate riding a Honda and Dick Sears aboard a Triumph, really put on a show, with plenty of wheel to wheel racing and lots of passing. McKeen got a second. Southgate a third and Sears a fourth. Gary Nixon, our new 1968 national #1, won the third heat. But it didn't look like too easy a job. There was a fast amateur hot on his tail all the way. Gary came right back for a trophy dash win and again with the first semi win. The second semi James Floyd beat out Neil Keen for a win.

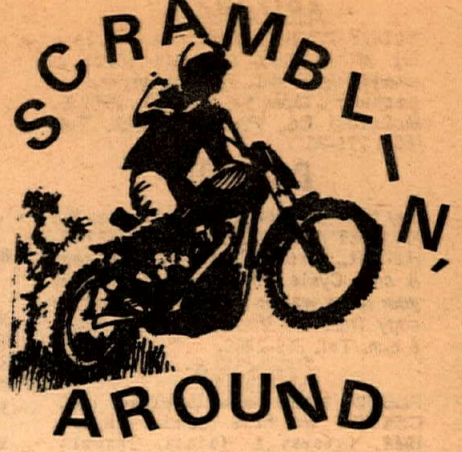
The main event was a surprise to everyone. James Floyd got the lead and Nixon tried the whole twenty laps to pass, with no luck at all. Floyd crossed the line a wheel ahead of Nixon. Larry Dillon, another fast amateur, held Neil Keen off for a well-deserved third place.

From Nashville everyone loaded up and drove all night for another indoor short track in Cincinatti, Ohio. When I say short track I mean SHORT track. They laid their motors on the cases and never lifted them up till they fell or got the checkered flag. The fastest time of the day was Ronnie Rall's. He sure didn't ride like he just had a broken hand a few months ago.

In the first heat Ronnie was really gettin' with it when he crashed vigorously. Myron Nagorski and Darrel Dovel took over the lead. When Rall got up he started picking off riders like there was no one else there. He ended up with a third. The second heat was black flagged, and while waiting for the riders to line up again, Gary Nixon's Triumph chuffed. It was a tough break for Gary. Neil Keen then won it hands down with Tommy Rowe in second.

In the trophy dash Ronnie Rall did a beautiful job of winning. Dan Welty wasn't too far behind and got a nice second. There were plenty of crashes the whole night. A lot of the good experts had trouble staying up on two wheels.

Rall fell early in the main event but didn't get up as fast as the first time. Dan Welty was really flying and went on for a win. With so many riders falling and passing it was one exciting show. Neil Keen was one of the few who didn't fall the entire day. From there we headed back to the east coast and plan on returning to Tennessee and Ohio for some more short track racing next month.



By Maureen Lee

Here's our last column for 1967. It's been a pretty good year at the scrambles but not as good as those in years past. For one thing there were far fewer events run. Remember the days when clubs would throw dual events at two tracks on a given Sunday? You could really stock up on points that way and get a few more grey hairs in trying to race between Prado and Perris in time! Never will forget a race from Perris to Prado featuring the Lee family and Ed Fulbright and two 21-inchers in Ed's truck and Jim Hunter and his "Goldie" in the other. Yeah, we made it (obviously, we're still around) but one passenger had two nervous breakdowns and a case of hysterics on the way!

But the situation isn't good. Clubs cancelled out a lot in the '67 season, some because they just didn't have the manpower to throw a race and some because they couldn't make enough to pay the bills. All clubs are non-profit so therefore cannot amass huge treasuries but most like to throw a nice dinner or a treat of some kind for their members from money earned by throwing a race. We are also seeing a new era of private promoters and track owners throwing their own scrambles where they get to keep all the proceeds after buying a few trophies.

The danger is that this could undermine the A.M.A. Sporting class structure eventually to where no club could or would throw a race and there would be no such thing as those hard fought-for number plates or a chance for that big number one. We all could ask Santa Claus for some new tracks in the District, and for an upswing in club memberships and club thrown events. Or we could get busy and do it ourself.

Dist. 37 Number APS Here

While thinking about next year, applications for 1968 District riding numbers are in shops which sell Cycle News. The District made arrangements with the paper to have some sent out to each dealer along with the weekly shipment of papers. Last year unless you had a buddy in a club or stood in line at events they were as scarce as hen's teeth to find. So get yours in early, saves time and nervous breakdowns for the stewards and for Pete's sake gang, fill 'em in completely, will Ya? Nearly 7,000 (seven thousand) riders are expected in Dist. 37 next year.

Christmas List

As we did last year we're submitting a list to Santa of somethings we'd like:–

FOR JIM HUNTER...a new square barrel Victor to chase "Feets" Minert on and a leg that'll quite hurting.
FOR MONTE DARLING AND JOHN R... more 450 Hondas in their class (bought from Monte) so they don't have to go around singing "All alone, we're so all alone."
FOR JIM CONOLLY...Two new Greeveses Santy, a 250 TT and a 360.
FOR THE 50cc CLASS...enough new blood to keep this needed class going.
FOR THE OPEN EXPERT CLASS...the return of Bill Riley and Jim Goldsmith, and while you're about it Santa, how about Don Spargur for the 500cc brigade?
FOR THE 250cc CLASS...a more competitive four-stroke and luck for the new low-priced scrambler to make its debut next season.
FOR THE POWDER PUFF ASSOCIATION ...some "cool" in the turns and some more padded racing suits so girls can bounce along without being bruised!
FOR THE DIRTDIGGERS...a chance to throw their Grand Prix in '68 without politics entering into it all.
FOR ALL OF US...happy holidays, better racing and at least as much fun as we've all had in 1967. Merry Christmas!

CYCLE NEWS SERVES ALL OF THE WEST WITH NEWS OF THE BEST SPORT ON WHEELS 4 TIMES A MO.

CYCLE NEWS SUBSCRIBER WINS "MACHINE OF HIS DREAMS"

Yamaha 100 Trail Presented to Runner-Up
And 50 other winners get shirt prizes

We wish we had 1,244 new Norton P-11's and Yamaha Trail bikes so everyone who sent an entry to the 1967 subscription contest could win the machine of his dreams. Unfortunately, we don't have that many.

The contest question this year was a tough one, we know. How can you say in 25 words why you love motorcycle riding? We think that all the entries responded marvelously to the challenge and you better believe it was not easy to winnow out the winners.

Grand Prize, a brand new 750cc Norton P-11 Scrambler, is won by Ray Rieger of Cucamonga, Calif. His winning entry, along with all the other prize winners in this year's contest, is printed below.

The Reiger family, left, and Mr. & Mrs. Payne with their winnings.

GRAND PRIZE WINNER

I like riding motorcycles because it's a reward for men, a delight for women, wild as the wind, exciting as love and contagious as laughter.
RAY RIEGER

FIRST PRIZE WINNER

...Because it's a fun sport that my whole family enjoys, and it's a great way to communicate with my two sons.
BETTY PAYNE

ADDITIONAL WINNERS

...Because they provide an exhilaration that frees the spirit, enabling mankind to enjoy the wonders of nature and the joys of creation.
MICHAEL CONNER

...Because in this tension filled world there is no better relaxation — be it street riding, trail riding, in competition, or all three.
JERRY E. STEWART

...Because I luv em.
JOHN CORREZ

...Because they make me feel like part of the road. When it's smooth and fast, that's how I feel. I like that feeling!
FRED J. FIOCCHI

...Because to be on one is swinging, to have your best girl is great; prudes don't ride cycles — so let's all have a ball.
T.J. RYAN

...Because with a motorcycle under you, you are the master of all you survey.
KEN HOLMAN

...Because they're fun and economical and groovy to ride.
MIKE SHOEMAKER

...Because I can feel "totally free" which, paradoxically, only comes with the absolute concentration required to become completely involved in an attempt to master the machine.
JOHN M. LEACH

...Because it's a great feeling to know you have power at your fingertips. Power of speed, breathtaking and thrilling, knowing there's always a new challenge ahead.
FRANCIS LANDANY

...Because riding cycles lets a person really find himself and understand there is more responsibility to a bike than just putting gas and oil in his machine.
CARNEY HENDERSON

...Because after four doctors and their medicine failed, my bike cures my bad back. Besides, where else do you meet such nice people, except on motorcycles!
MRS. R.R. ADDINGTON

...Because it's my only reality that society hasn't socialized into conformity's mundane rut; nature, myself, and uninhibited joy become ecstactically harmonious.
ANTHONY W. BRUNETTI, JR.

...Because I feel alive and relaxed with no frustrations or anxieties. I'm at peace with everyone, but most important I'm at peace with myself.
JAMES P. SMITH

...Because they are my ticket to ride the desert with the earth's finest people.
BILL RUSSO

...Because it's man against man, and machine against machine — talk doesn't win.
JAMES D. DINCAU

...Because I enjoy the one to one communion of man and machine — a communion of admiration for technical perfection and human prowess.
JONAS KRISTINSSON

...Because it is the most relaxing hobby I've found. I've met many people and made lots of friends while riding my machines.
ELDON BARTHELEMY

...Because everyone will think I'm groovy, exciting and a real swinger! And that's not so easy, when you're married, and a mother of three!
MRS. ROY RIEGER

...Because I like to get the great feeling of the wind blowing through the large hole in my head and the whistle it makes.
J.W. DAVIDSON

...Because it's what's on top that counts.
JAMES D. DINCAU

...Because of all the outdoor sports or hobbies I have participated in, I find riding in the dirt a dirty and exhausting hobby, but I love it.
GARY PHILLIPS

...Because after a week with 3 kids, 15 meals, shopping, housework, bills, etc., there's absolutely nothing better than a weekend in the desert with my bike.
MRS. W. JOHNSON

...Because it blends me so thoroughly into nature's fleeting motion — her frolicking seasons, her sweet transient odors, her bounding hare, her ever-present centrifugal force.
DAVID R. HUMPHREY

...Because of the sense of freedom and belonging it gives one. Belong-to a select group of people.
W.H. UNGLES

...Because it blends a pinch of zip, a dash of bravo and a cup of fun into a dessert good any day of the week.
CLYDE W. THOMAS

...Because men always have had a great love for an engine. This love is brought to a climax on a motorcycle.
RAYMOND A. GIMSE

...Because it makes me feel so young.
VIOLA 'GRANDMA" WHITE

...Because the pulsating power controlled by a slight twist of the wrist can almost instantly elevate one to emotional highs otherwise legally unobtainable.
CAL SUKUT

...Because I can't stand myself in a closed-up automobile.
CARL WHITE

...Because it is total involvement of man and machine. Whether riding in competition, touring or just for fun it is a completely absorbing form of motion.
PFC. EDWARD T. WILSON

...Because they're motorcycles. To those who ride, no explanation is necessary. For those who don't ride, no explanation is possible.
RICHARD REDMAN

...Because there is no other piece of sporting equipment that is so readily adaptable to such a wide variety of recreational and competitive uses.
DAVID SMITH

...Because it's a blast.
BILLY G. MACE

...Because from the moment I take hold of the handlebars and grab the tank with my knees they become an extension of my whole body and all of my senses.
DAVID STRONG

...Because, no doubt about it, when riders say "go first class" they mean go motorcycling.
JESS MARTINEZ

...Because if there weren't any there wouldn't be much to live for. I live to race on Saturday night, that's what keeps me going.
WALLACE K. DIBBLE

...Because the roar of the engine clears my senses, the thrust of power stirs my blood and the contact with nature invigorates my spirit.
MICHAEL ROOSEVELT

...Because motorcycling opens desert areas closed to cars. Old mines, rock hunting, relic hunting abounds. Adventure, fun and a good ride make a perfect day.
HAROLD MULRY

...Because I'm a browbeaten, humiliated, intimidated wage slave, but on weekends I don my leathers, climb on my cycle and SHAZAM! I'm a man!
GEORGE HAYS

...Because I love to feel the wind beating against my chest and to hear the pipes blasting against the track.
BLAIR DENNIS

...Because of the great personal satisfaction to be gained by meeting the challenge of absolute mental and physical coordination required in this most rewarding sport.
RONALD A. RAASCH

...Because everybody's always riding ME, so I just jump on my bike, ride out of this world of tensions — and into my realm of bliss.
NORBERT MONOHAN

...Because when I get home late and I have a date, I always know my girl will wait. With my bike as bait I really do rate!
JIM & RICK PARKER

...Because to ride is to live, the rest is waiting. An inaccurate and slightly melodramatic quote but one that expresses this rider's feelings perfectly.
TROY DURHAM

...Because at age 58, 38 years a professional pilot, 28 years an airline pilot, nothing has matched the sport and enjoyment of 45 years as motorcyclist.
LOYAL T. PENN

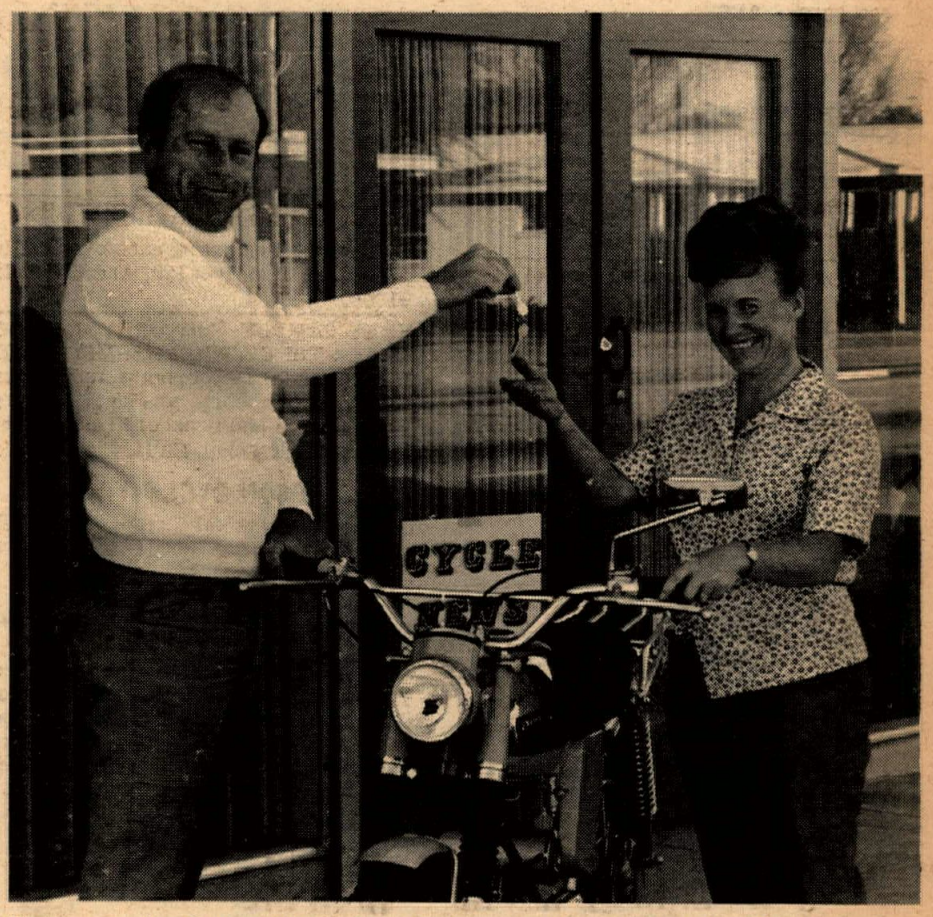
...Because the castor-oil fragrance, rushing road, gushing wind, and screaming machine are so exquisitely sensual that time stops, and we are suspended in an eternal Shangrila.
RONNIE PEET

...Because I love life!
JO ELLEN TOWNE

...Because my wife and I enjoy outdoor companionship, fresh air, sunshine, watching pheasants break cover ahead, rabbits racing us down country roads, ground squirrels at attention.
DONALD R. LAUSEN

...Because the variety of riding allows everything from a relaxing cruise to intensive competition. Enjoyment may be found regardless of mood or experience.
TOM HARRINGTON

...Because it beats hell out of carrying them.
THOMAS E. DILLING



Mrs. Payne subscribed to enter the contest and won first prize, as publisher Clayton hands her the keys to the 2-wheel kingdom.

First prize winner, Betty Payne of El Monte, Calif. takes home a 1968 Yamaha 100 Trail to make her Christmas merry.

In the opinion of Cycle News, these two particular motorcycles represent the best 2-wheel presents that any enthusiast could ask Santa for this Christmas. Truly they are, and we are sure that each of our winners will find them to be, the "machines of your dreams."

Fifty more subscribers from all over the U.S. will find prizes from Cycle News under their Christmas trees. We doubt if any of you wrote Santa asking for a shirt like these, but wait until you unwrap this bitchin', three-colored, sexy design! Everyone from Granny to Tiny Tim will thrill to put it on. You can't buy this T-shirt anywhere. It will never be for sale. Only winners can get them. These same Hogan-designed Cycle News shirts are worn by such notable winners besides our 50 top contest competitors as Torsten Hallman, Eddie Mulder, etc. Some of our top correspondents have them, but that's only because they are winners too.

Next year we'll have a couple more machines of your dreams for subscribers to win. We'll have a different kind of contest, too. Something more on the order of a guessing game. It will be fun to enter, fun to win. Make sure your subscription doesn't run out. If you are not already a subscriber, come join in the fun. Just send in the coupon on page 2 of every issue and get Cycle News delivered to your home every week, plus the chance to win "the machine of your dreams."

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TRADE: 1964 200cc Bultaco, McHal helmet size 6-7/8, 1965 Triumph TT special. Consider street bike PurSang? Don Dobbins, 11742 Glen Cove Dr., Garden Grove, Calif. 92640.

FOR SALE: One set of Pico's leathers, brand new, orange and black, size 46 jacket, 36 pants $65.00. Call TU 7-2754 in San Bernardino.

TRADE: Sharp, clean 1960 Thunderbird for late model motorcycle. After 3:00 p.m. phone GA 3-6141. (213)

NOW IN STOCK–NEW GREEVES MX5B

Call (714) 492-6741 for real savings on this bike. Beach Cities Cycles, 525 N. El Camino Real, San Clemente, Calif.

MATCHLESS 500cc single, desert ready rebuilt engine and trans., new forks, clutch and primary case $350.00. (714) 892-7974.

Yamaha - 1967, 100 twin, MUST SELL. I need the money for car payments. A $30.00 Daytona helmet goes with it. $235.00. (213) 326-3380.

1966 SUZUKI, X-6, set up for scrambles. New engine & trans. All engine mods. completed. Incl. big carbs $400.00 or swap for Greeves Motocross or Challenger. Call eves. (213) 338-5005.

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65 YAMAHA 80, Pirellis, rake plate, also still have street equipment. Phone: 469-2358. (213)

S.C. TRIALS ASSN.

Merry Christmas from J. and W. Mobley.

C & B MOTORS

MERRY Christmas to numero uno from J. and W. Mobley.

TRADE: 250cc Greeves sq. barrel, desert bike for snap-on roll-a-way tool box plus 3/8" air impact wrench or ? (213) 388-3554 after 6:00 p.m.

1963 VELOCETTE 500cc $350.00. 1966 Kawasaki 125cc $275.00. Both good dirt bikes. Phone: (213) 289-5623 eves, and weekends.

64 GREEVES, new Challenger piston and tires. 786-2027 after 6 p.m. (213)

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MOTORCYCLE ELECTRICAL SPECIALIST – rewiring to aerospace standards. Water, corrosion and vibration proof. Guaranteed. Electrical problems solved. Bill Martin, 207 S. Lucia St., Redondo Beach, Calif. (213) 379-6774.

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65 TRIUMPH 500cc, T100SC, xlnt. cond. $650. (213) 454-8149.

3 RAIL all steel cycle trailer, 5" channels, 15" wheels, ramp $80.00. (213) 755-8704.

EDDIE MULDER wants to thank Montesa Motors for all their help and interest in standing behind me and the other Americans in international moto cross racing. Because they were the only ones who did.

63 TRIUMPH, 650cc, new 66 engine, excellent cond. Ph: (213) 863-2452.

JOLLY JINGLES — Norm Reeves

WANTED: Duc. 350cc eng. & trans. Van Tech Honda S90. Send card to P.F. Bellows, 855 W. 21st St., Long Beach. Cal. (213) 591-4647.

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KIDS WANTED

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GROOVY SLEDDING — Norm Reeves

HUSQVARNA 250-360 in stock, full supply of parts. Malcolm Smith, 1689 La Cadena, Riverside, Calif. (714) 684-1866.

SPOOL HUBS

Attention racers, customs, dragsters. Light, strong Al-Mag spool hubs. Polished. Best on market from $17.95. Send self-addressed, stamped envelope for free information. Mid-West Cycle Products, 14316 Indiana Ave. Riverdale Illinois 60627.

BOOK: "HOW TO RIDE & WIN"

Expert riders in American sports competition tell the techniques of track and trail. Chuck "Feets" Minert and Bud Ekins on TT-Scrambling. East coast's Don Pink tells how to ride Enduros and trails. John McLaughlin on Grand Prix scrambles. Helpful tips on setup of motorcycle, cards & licenses and mucho more. Hardbound. $4.00 postpaid. Send check or money order to - How to ride and win, % C & S Publishing co., Box 498, Long Beach, Calif. 90801.

A NIFTY NOEL — Norm Reeves

COMPLETE Gardening, new lawn, reconditioning, renovating, rototilling, tree & shrub work, mowing, edging, buy & sell small engines. TO 1-6514 after 7 p.m. 728-6303. (213)

MAICO X3 360cc scrambler, new, only $795.00. Norton Atlas 750cc new 1968, only $1,175.00. Dealer (213) 534-2311.

GREEVES 64 complete less engine; Triumph 500 forks, gas tank, front fender, two oil tanks, one chrome, 650 Triumph shop manual, all kinds of good used road tires and handlebars, 1-1/2 gallon custom gas tank, TRADE for Van Tech frame, leathers, Norton or Yamaha YL-1 parts, 18" road racing tires, 18" alloy rim, Yam. 80 rear wheel. Call (213) 823-1271 before 8 p.m.

1968 GREEVES 250cc SCRAMBLERS OR TT

Immediate delivery on all models. Ted's 11718 Santa Monica Blvd., West Los Angeles. (213) 473-1101.

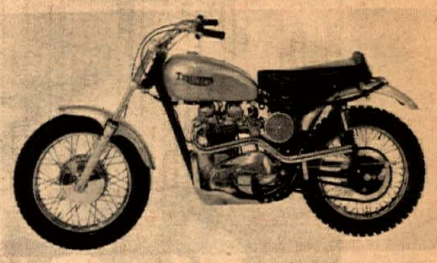
ATTENTION! CYCLE NEWS CONTRIBUTORS

We do not have the addresses of the contributors listed here. If you will contact us we will send you a check for your published work: SUSAN CLARK, ROGER EVANS, HARRY LAWRIE. Contact CYCLE NEWS, P.O. Box 498, Long Beach, Calif. (213) 423-0431.

25% SAVINGS ON INSURANCE

Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: 836-5211.

TRIUMPH DESERT BIKES



BRAND NEW TRIUMPH TR6C with Ceriani front end. All extras. Race ready. Custom built for the serious rider. Best deal. Van Nuys Cycle, 7630 Van Nuys Blvd. Ph (213) 989-2230.

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CARBURETORS – 22mm–24–26 $10.00 each. 25mm Delorto GP w/remote float new $30.00. (213) 839-0635 after 6 p.m.

65 B.S.A. 650cc, showroom condition, luggage rack and windshield $695. Harry Rosenthal, 713 N. Poinsettia Pl., Hollywood, Calif.

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'67 RIVERSIDE 50cc, excellent, 1300 miles, $200 or offer. 343-4827. Reseda.

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NEAT HARL-DAVIDSON

1964 "Full Dress" FLH only $1495. (213) 542-8691.

FOR SALE '65 Bultaco Torquer, sharp, 2 tanks & extras, desert ready $495.00. Phone (213) 289-6832.

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64 SUPERHAWK 305cc scrambler pipes, good condition, runs well. Trade for god '21 Essex (213) 428-3805.

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Norm Reeves Wishes Everyone A Merry Christmas And A Happy New Year.

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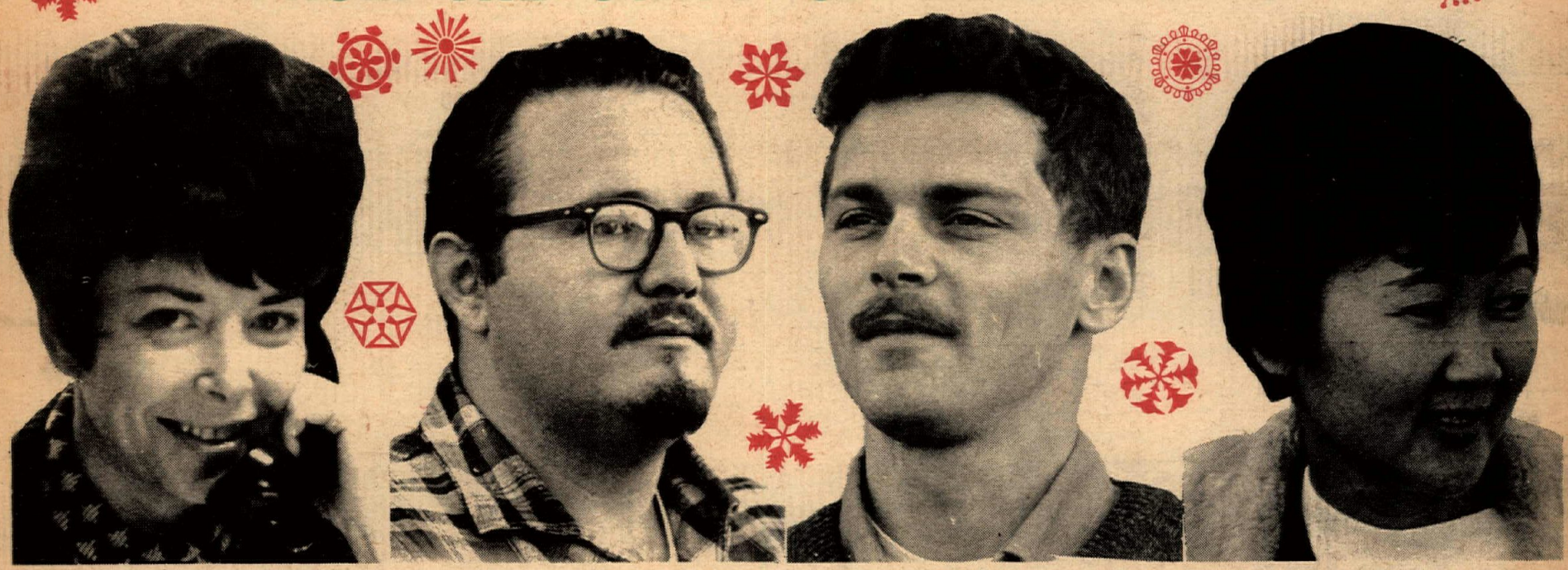

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